CAMPUS MASTER PLAN MONITORING REPORT

2014

CAPITAL PLANNING & DEVELOPMENT

UNIVERSITY LAND USE PLANNING

FEBRUARY 4, 2015

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Subject: 2014 Campus Master Plan Monitoring Report

Oregon State University is pleased to provide the 2014 Campus Master Plan Monitoring Report which is organized around the requirements outlined in the city's Land Development Code Section 3.36.90. The purpose of the report is to provide information about OSU's development activities over the past calendar year. OSU is confident that the data provided in the 2014 annual report complies with the monitoring requirements outlined in the City's Code, and we are pleased to inform you that OSU is well within the development paramaters established for the OSU Zone.

The first monitoring report was submitted for calendar year 2006, and annual reports were consistently submitted each year through 2010. During the Corvallis / OSU Collaboration effort, reports were not submitted for calendar years 2011-2013, however, individual studies, reports, and sector development tracking documents were submitted under separate cover. Specifically, Parking Utilization Studies were submitted for 2011, 2012, and 2013; Base Transportation Model updates were submitted for 2012 and 2013; and Sector Development Tracking reports (which include open space) were submitted as part of historic preservation permit and building permit applications.

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Additional Information/Contacts

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Overview

Oregon State University (OSU) is responsible for the completion of an annual Campus Master Plan (CMP) Monitoring Report. The details included in the 2014-2015 CMP Monitoring Report are identified in Section 3.36.90 of the city of Corvallis Land Development Code (LDC). The report follows the same order as LDC Section 3.36.90 and explains how OSU has developed consistent with the Campus Master Plan for the past calendar year.

Compliance

In the following section, the CMP Monitoring Report will demonstrate OSU's compliance with the requirements of LDC Section 3.36.90. LDC sections are shown in bold, italic text. Supporting documents have been included as appendices.

Development

LDC Section 3.36.90.a.1.a - Gross square footage of development by type that occurred in each Sector over the previous 12 month period

OSU tracks the university's development with a database for the preparation of Campus Sector Development Tracking Reports (Appendix A). The most recent report reveals that the majority of development in 2014 occurred in Sector C. Four (4) buildings were demolished in the OSU shops area for the 15th Street/Washington Way intersection improvement, while new construction projects included Johnson Hall and the MU Plaza canopy. The Johnson Hall project is included in the 2014 GSF calculation as a Sector Development Tracking Report was submitted as part of Corvallis' Historic Preservation Permit and building permit review processes.

OSU 2014 Development By Sector			
OSU Sector	**Gross Square Footage**	**Structure Foot Print**	**Parking / Impervious Surface**
Sector A	0	0	0
Sector B	576	576	0
Sector C	38,166	7,930	-41,303
Sector D	0	0	0
Sector E	0	0	0
Sector F	0	0	0
Sector G	0	0	0
Sector H	0	0	0
Sector J	0	0	0
Total Campus Development	**38,742**	**8,506**	**-41,303**

LDC Section 3.36.90.a.1.b - Remaining available Development Allocation for each Sector

The Campus Sector Development Tracking Report, dated January 13, 2015, (Appendix A) shows that all campus sectors are still within their allowable development allocation; refer to LDC Table 3.36-2: Building Square Footage by Sector for permitted development. Campus sectors C and D have the lowest available remaining development allocation while sectors A and J have the highest remaining development allocation. Percent Remaining Developable amounts exceeding 100 percent are due to the removal of buildings without subsequent replacement development.

OSU Sector Development				
OSU Sector	Existing Building GSF	Maximum Future Building Allocation	Remaining Development	Percent Remaining Developable
A	-16,436	250,000	266,436	107%
B	66,155	500,000	433,845	87%
C	530,010	679,000	148,990	22%
D	76,959	106,000	29,041	27%
E	28,569	120,000	91,431	76%
F	127,635	750,000	622,365	83%
G	189,051	350,000	160,949	46%
H	0	50,000	50,000	100%
J	-2,100	350,000	352,100	101%
Total	**999,843**	**3,155,000**	**2,155,157**	**68%**

LDC Section 3.36.90.a.1.c - Remaining open space areas and percentages for each Sector

The Campus Sector Development Tracking Report (Appendix A) demonstrates that open space on campus remains within the allowable minimum limits. The sectors with the lowest remaining open space are Sectors A, D, and E. The sectors with the highest remaining developable open space are Sectors C and B. All sectors exceed the minimum amount of open space required per LDC Table 3.36-3: Minimum Future Open Space by Sector.

OSU Open Space Development							
OSU Sector	Sector GSF	Existing Open Space	New Development Total Footprint	Open Space After Development	Minimum Future Open Space	Remaining Open Space Development	Percent of Sector
A	3,358,166	2,791,263	85,054	2,706,209	2,619,369	86,840	3%
B	3,129,255	1,783,775	31,980	1,751,795	1,032,654	719,141	23%
C	6,863,033	3,980,931	46,821	3,934,110	2,470,692	1,463,418	21%
D	1,953,994	1,267,652	19,761	1,247,891	1,191,936	55,955	3%
E	2,870,819	2,335,426	35,859	2,299,567	2,210,531	89,036	3%
F	2,062,341	759,968	40,875	719,093	412,468	306,625	15%
G	1,360,414	796,464	35,671	760,793	544,166	216,627	16%
H	1,030,317	714,317	-45,490	759,807	659,403	100,404	10%
J	2,276,565	2,238,667	-1,685	2,240,352	1,798,486	441,866	19%
Total	**24,904,904**	**16,668,463**	**248,846**	**16,419,617**	**12,939,705**	**3,479,912**	**14%**

Parking Utilization Reports

LDC Section 3.36.90.a.2.a - Identification of new parking space creation and the total number of spaces provided within the CMP boundary and a breakdown by Sector and parking lot type - student, staff, visitor, free, etc.

There are 8,544 parking spaces on OSU's campus. This number includes parking spaces in OSU General Use lots, Non-Public lots, Non-OSU lots, and Residence Hall lots. OSU General Use lots provide parking to the general public. Non-public lots are lots in which access is restricted or limited to a specific university group. Non-OSU lots are parking areas located within main campus that are utilized by an entity other than OSU typically through a lease agreement (e.g. EPA, the GEM, and Hilton Garden Inn). Residence Hall lots provide parking exclusively to students living in on-campus housing.

OSU conducts an annual parking utilization study to report parking capacity and utilization for OSU General Use lots and Residence Hall lots. The OSU Parking Utilization Study 2014-2015 reveals the overall parking capacity of OSU General Use parking spaces on campus to be 5,759 parking spaces. General Use parking spaces are available to the general public commuting daily to campus to visit, work, or attend classes on campus. General Use parking space types include: Commuter, ADA, ADA Van, ADA Wheelchair, Carpool, Electric Vehicle, Free, Metered, OAAEO (Office of Affirmative Action and Equal Opportunity reserved spaces), Reserved, Short Term, Visitor and Motorcycle. Parking capacity of Residence Hall Spaces, which are available only to students living on campus, is 1,081 spaces. This represents a slight decrease in General Use parking capacity from previous years. A detailed discussion of parking capacity and parking lot changes by lot and sector is contained within the OSU Parking Utilization Study 2014-2015 (Appendix B).

OSU General Use Lot Parking Capacity

Academic Year	Staff	Student	ADA	Van	Other*	Metered	Total General Use Spaces	Adjusted General Use Spaces^	Newly Designated Residence Hall Spaces	Existing Residence Hall Spaces**	Total General Use & Residence Hall Spaces
2010 - 2011	4,273	1,864	258	0	1,230	n/a	7,625	7,007	n/a	n/a	n/a
2011 - 2012^^	4,277	1,837	218	80	821	190	7,234	7,234	n/a	n/a	n/a
2012 - 2013	4,268	1,825	211	76	934	191	7,320	7,320	n/a	n/a	n/a
2013 - 2014	3,961	1,975	222	74	752	196	6,991	6,991	n/a	n/a	n/a
2014 - 2015^^^		4,783 †	201	73	694	238	5,759	5,759	993	88	6,840

Note: ADA and Other counts were aggregated for academic years through 2010 - 2011

* Prior to the 2011-2012 count, this category included "university support" spaces which are not open to the general public.

** Prior to the 2014-2015 report and the creation of the Residence Hall space type, 88 spaces at Orchard Court were considered Non-Public, and not included in the Parking Utilization Study. In this table, these spaces are labeled as Existing Residence Hall Spaces because they provided residential parking in the same manner as the new Residence Hall Space type.

^ Adjusted General Use Spaces reflects the corrected capacity of OSU General Use Lots; 454 spaces in Non-OSU and Non-Public lots and 164 Service spaces were removed from the OSU General Use capacity as part of the methodology refinement completed as part of the *OSU Parking Utilization Study 2011-2012*.

^^ The *OSU Parking Utilization Study 2011-2012* was conducted during Spring Term 2012.

^^^ Space types were reclassified in 2014-2015 academic year as part of the zonal parking system.

† Student and Staff space types were combined into a single "Commuter" space type as part of the zonal parking system implementation for academic year 2014-2015.

OSU Parking Capacity by Sector					
OSU Sector	2010- 2011	2011- 2012	2012- 2013	2013- 2014	2014- 2015
A	130	195	207	216	209
B	950	884	898	800	970
C	2,293	1,839	1,853	1,655	1,587
D	1,217	1,268	1,278	1,005	1,085
E	226	173	167	169	163
F	1,397	1,353	1,335	1,342	1,206
G	1,366	1,337	1,292	1,329	1,337
H	46	185	290	475	283
Total Spaces	**7,625**	**7,234**	**7,320**	**6,991**	**6,840***

*Includes 993 newly designated residence hall spaces and 88 existing residence hall spaces

LDC Section 3.36.90.a.2.b - Percentage of parking space utilization campus-wide

OSU's campus-wide parking utilization rate for OSU General Use spaces for Fall Term 2014 was seventy-three percent (73%) during the peak hours between 10 am and 2 pm. This represents a slight decrease in utilization over the previous year. Parking utilization for Residence Hall spaces during the same period was eighty percent (80%). When parking utilization was calculated for OSU General Use and Residence Hall spaces combined together, the utilization rate was seventy-four percent (74%). The utilization rate for all space types and all parking lot types (including Non-Public and Non-OSU) was seventy-one percent (71%) over the same period. A detailed discussion of parking utilization for OSU General Use and Residence Hall spaces can be found in the OSU Parking Utilization Study 2014-2015 (Appendix B).

Parking Utilization Past 3 Years									
OSU Sector	2012- 2013			2013- 2014			2014- 2015		
	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization	Total Spaces	Occupied Spaces	Percent Utilization
A	207	141	68%	216	115	53%	209	142.5	68%
B	898	708	79%	800	700	88%	668	524.5	79%
C	1,853	1,652	89%	1,655	1,488	90%	1,587	1,008	64%
D	1,278	1,079	84%	1,005	902	90%	896	598	67%
E	167	127	76%	169	142	84%	163	135.5	83%
F	1,335	361	27%	1,342	482	36%	1,206	982	81%
G	1,292	796	62%	1,329	1,106	83%	984	752	76%
H	290	131	45%	475	294	62%	46	45	98%
Total	**7,320**	**4,994**	**68%**	**6,991**	**5,226**	**75%**	**5,759**	**4,188**	**73%**

LDC Section 3.36.90.a.2.c - Identification of available parking spaces using City standard parking configurations, and usage within each residential parking district bordering OSU and of the number of residential permits funded by the University. In addition, provide details of other efforts undertaken by the University to address neighborhood parking issues

OSU conducts a Neighborhood Parking Study every five (5) years. The most recent study was conducted in 2010. At that time average utilization for District A was seventy percent (70%) and average utilization for District B was eighty-six percent (86%) (Appendix C). Detailed information on the districts, capacities and utilizations can be found on pages 9 - 11 of that report.

2010 Neighborhood Parking Capacity and Utilization

Time Period	College Hill / District A Capacity=200 vehicle spaces*					North College Hill/ District B Capacity=264 vehicle spaces*				
	Resident Permit	Non-Permit	Meter	Total Occupied	Percent Capacity	Resident Permit	Non-Permit	Meter	Total Occupied	Percent Capacity
9 AM - 10AM	63	50	0	113	57%	131	103	24	234	89%
10AM - 11AM	63	91	0	154	77%	139	106	24	245	93%
11AM - 12 PM	66	84	0	150	75%	106	103	24	209	79%
12PM - 01 PM	65	74	0	139	70%	126	96	24	222	84%
Average	**64**	**75**	**0**	**139**	**70%**	**126**	**102**	**24**	**228**	**86%**

*Parking spaces based on City of Corvallis Land Development Code regulations

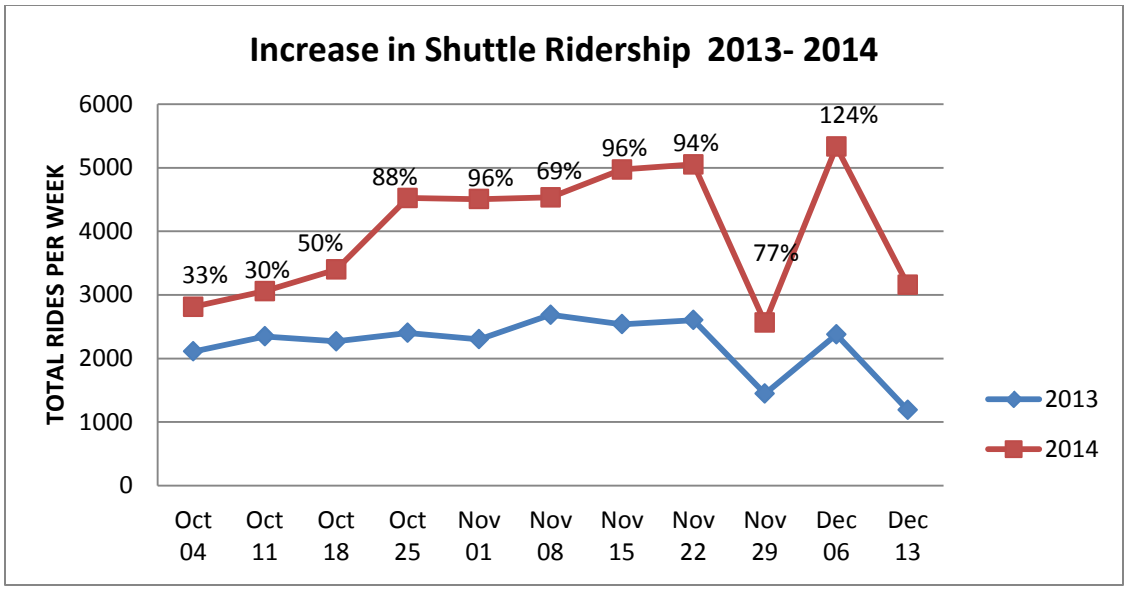
In 2012, as part of the city of Corvallis / OSU Collaboration effort, OSU and the city retained Group McKenzie to conduct a Neighborhood Parking and Traffic Mitigation Analysis focusing on the residential neighborhoods surrounding OSU. The study area extended north to Grant Avenue, west to 36th Street, east to 4th Street, and south to Philomath Boulevard. The findings resulted in a recommendation to the form additional parking districts. The parking districts were approved by City Council; however, the change was turned-down by a public vote in 2014.

Transportation Demand Management

LDC Section 3.36.90.a.3. TDM Report - The TDM Report that identifies efforts and the effectiveness of those efforts undertaken by the University over the previous 12 months to reduce reliance on the single-occupant vehicle. Such efforts shall include, but not be limited to:

LDC Section 3.36.90.a.3.a - Shuttle routes and usage

OSU's fareless shuttle service, the Beaver Bus, was expanded in 2014 to offer more routes and increase hours of operation. Four (4) shuttles serve three fixed routes designed to complement the new zonal parking system. The Beaver Bus operates from 7 a.m. to 7 p.m. during thirty-three (33) weeks of the school year and on limited routes the rest of the year. The Beaver Bus can be tracked online as well as through mobile apps to inform riders of shuttle bus locations. Due to various improvements in the operation of the Beaver Bus, ridership increased in 2014.



Data provided by Parking Services, fall 2014

LDC Section 3.36.90.a.3.b - Other efforts in support of transit, car-pool or vanpool usage

OSU Contributes to four (4) separate transit systems serving the OSU campus: Beaver Bus, Corvallis Transit System (CTS), the Philomath Connection, and the Linn-Benton Loop. In addition to the Beaver Bus (refer to LDC Section 3.36.90.a.3.a - for information on the Beaver Bus), OSU contributes approximately $300,000 to CTS for operations through a combination of funding sources. Additionally, OSU general funds provide an additional $106,600 for service by the Linn-Benton Loop and $1,970 for the Philomath Connection. OSU student fees contribute and additional $8,879 for the Philomath Connection.

OSU also encourages Rideshare through carshare, vanpool, and carpool. Three percent (3%) of students and seven percent (7%) of employees commute to campus using ridesharing. OSU partners with Enterprise Rent a Car to provide a car share service as an alternative to owning a car. There are three (3) carshare vehicles on the OSU campus. OSU also offers reduced cost parking permits for carpooling and vanpooling commuters.

LDC Section 3.36.90.a.3.c - Tabulation of the number of single-occupancy vehicles reduced

While this metric is difficult to definitively measure, the closest measurement is the change in the Parking Utilization Study's data on the number of occupied spaces on campus. The data for these studies is collected at the same time each year during the fourth week of the fall academic term, which is typically the point in an academic year when a university is at its peak enrollment. A comparison of the occupied spaces for the 2013-2014 and 2014-2015 academic years reveals a reduction from 5,226 to 5,055 spaces, which is a reduction in 171 vehicles on campus (refer to Table 12a: OSU Parking Utilization on page 15 of Appendix B). The reduction in vehicles on campus is consistent with the lower traffic volumes found in the results of the Base Transportation Model Update: 2014-2015. A comparison of 2013 and 2014 tube count data collected at twenty-eight (28) intersections on and around campus reveals generally similar profiles and magnitude, but it clearly shows a reduction in traffic volume during

the second half of the day (refer to Exhibit 1: System Volume Comparisons from 2013 to 2014 on page 10 of Appendix D).

LDC Section 3.36.90.a.3.d - Location and number of bicycle parking spaces, including the number of covered spaces and any additions to the inventory

OSU supports bicycling through ongoing bicycle facilities development, a bike loan program, and repair and maintenance facilities at Dixon Recreation Center. Bicycling is the primary mode of commuting to campus for thirty-two percent (32%) of students and sixteen percent (16%) of employees. OSU requires bike lanes on collector roadways within the campus, while the Pedestrian Core and Sports Complex classifications may have bike lanes, shared lane markings (sharrows), or shared lanes (without markings).

OSU conducts a Bicycle Utilization Survey every two years. The 2014 survey was conducted in October; however, data from that survey is not yet available. The most recent available bicycle utilization data is from the 2012 Bicycle Utilization Survey. At the time of the 2012 survey, OSU had 7,491 bicycle parking spaces: 2,326 spaces (31%) were covered and 5,169 spaces (69%) were uncovered (Appendix E). Since the 2012 bicycle parking survey over 330 bicycle parking spaces have been added to the university's inventory. These spaces were added through the construction of new buildings (Appendix F).

LDC Section 3.36.90.a.3.e - Identification of campus pedestrian routes and system improvements

In 2014, OSU installed 4,204 linear feet of new pedestrian improvements and replaced and/or reconstructed an additional 7,452 linear feet of pedestrian improvements. The 11,656 linear feet were part of projects including, but not limited to, Austin Hall, Centro Cultural Cesar Chavez, McNary Dining Center, Samaritan Sports Medicine Center, and Tebeau Hall.

Base Transportation Model

LDC Section 3.36.90.a.4 - Base Transportation Model (BTM) update that includes the following components over the previous 12 month period

In the summer of 2013, OSU staff met with city of Corvallis Planning and Engineering staff to discuss concerns regarding consistency and accuracy of the adopted Base Transportation Model (BTM) and an alternative approach to assessing the impacts of vehicles on campus. OSU and city staff found the model had become less reliable over time and recognized the need to accurately evaluate the impacts of vehicle trips at the intersections within campus and at the campus/city boundaries. OSU was committed to fulfilling its obligations to the city of Corvallis in a way that would be valuable to both the university and the city. OSU and city staff agreed that OSU would conduct vehicle Average Daily Trip (ADT) counts at the twenty-eight (28) intersections on and around campus which had been previously assessed as part of the BTM (refer to Table 1 – of Appendix D). OSU agreed to submit this count information, along with a summary analysis of changes in intersection counts compared with the 2010 counts, in lieu of updating the BTM.

LDC Section 3.36.90.a.4.a - Traffic counts to be updated on a five-year cycle

Consistent with the agreement reached in summer 2013, OSU conducted traffic counts at the twenty-eight (28) intersections identified in Figure 1: Roadway Functional Classification and Vehicle Operations Study Intersections of the 2014-2015 BTM Report (refer to page 4 of Appendix D). This year's assessment revealed that four (4) intersections did not meet standards (refer to Table 2: Intersections not meeting standards under 2014-2015 conditions on page 16), which is an improvement over the 2013-2014 assessment which revealed seven (7) intersections did not meet operational standards during peak periods. The intersection of 26th Street and US 20/OR 34 previously met standards in the 2013-2014 assessment but does not in the 2014-2015 analysis, primarily due to increased traffic demands in both directions on the highway.

Three of the four intersections not meeting standards in 2014-2015 appear to have several options that include doing nothing, with limited impact to transportation users. These intersections include 30th Street & Harrison Boulevard, 25th Street/Park Terrace-Monroe Avenue, and 30th Street & Western Boulevard. These intersections are all two-way stop controlled. There are alternative routes for vehicles using the side-street approaches. Volumes on the side-street approaches experiencing the highest delay are generally low, with the exception of the intersection of 30th Street and Western Boulevard, where a relatively high number of left-turning vehicles experience delay on the stop-controlled southbound approach. An exclusive right-turn lane was added in fall 2014 to the southbound approach at this intersection, bringing it nearly up to standards. These three intersections are designed to prioritize mobility on the higher order roadway, so changing the traffic control would introduce delay for the higher volume roadway. Therefore, given the presence of alternative routes, lower-volumes on the side-streets, and priority of mobility on the main streets, it may be most beneficial to the community to make no changes at these locations. Much larger delays and higher vehicle emissions would be avoided by taking limited or no action at this time.

Finally, the intersection of 26th Street and US 20/OR 34 may warrant further monitoring or assessment (possibly on a biennial basis) to determine whether or not an improvement is feasible and practical. It will be important for OSU to coordinate with the city and ODOT, particularly during long-range planning efforts, to ensure that appropriate solutions are found and that partners contribute proportionally to their impacts. For a detailed analysis of potential actions and trade-offs for each of the four intersections, refer to Pages 21-29 Appendix D.

LDC Section 3.36.90.a.4.b - New development, and if known, future development square footage and Use Type, based on the existing model's categories, to be included in the model assumptions on a per Sector basis

Consistent with the agreement reached in summer 2013, OSU has conducted traffic counts in lieu of a BTM update. At the time of drafting this report, future development includes Johnson Hall and the Goss Stadium expansion. Both of these projects are consistent with the sector development and open space requirements identified in the Campus Master Plan.

LDC Section 3.36.90.a.4.c - New parking areas or roadways that may have an effect on traffic volumes or patterns

In summer 2014, OSU improved the intersection of 15th Street and Washington Way. This project was done at the same time the city was repaving 15th Street. OSU's project included realignment of the intersection, improvement of the at-grade railroad crossing, and the addition of a signal, turn lanes, bike lanes, city-standard landscape strips, and separated sidewalks.

Additionally last summer, OSU added a designated, right-turn lane on the southbound approach to the 30th Street and Western Boulevard intersection.

LDC Section 3.36.90.a.4.d - Within one year of adoption of the CMP, and on a recurrent two-year schedule, OSU shall complete in coordination with City Staff a baseline traffic count for Jackson Avenue between Arnold Way and 35th Street. City staff shall provide OSU and the neighborhood association with the most recent baseline traffic volume measurements made within the last five years.

Baseline traffic counts for Jackson Avenue between Arnold Way and 35th Street were collected in January 2007. More recently traffic counts along Jackson Avenue were collected over a two-day period in April of 2014 by Quality Counts, an independent firm specializing in traffic counts (Appendix G). The data collection was done in coordination with the city as part of the City /OSU collaboration effort. Eric Adams, project manager for the City / OSU Collaboration project posted the traffic count results on the Collaboration Corvallis website and sent an e-mail link to Gary Angelo, president of the College Hill Neighborhood Association.

Additional Monitoring Efforts

LDC Section 3.36.90.b.1 Within one year of adoption of the CMP, OSU should work with the City to perform a baseline traffic count of local streets identified by neighborhood associations as problems in the areas bordering Sectors A, B, and C, and south of Harrison Boulevard; and

A baseline traffic count was not conducted within one year of adopting the CMP; however, in 2007, OSU conducted a baseline traffic count for Jackson Avenue in the West College Hill Neighborhood. Furthermore, neighborhood traffic counts were collected in April 2014 for local streets bordering Sectors A, B, and C, and south of Harrison Boulevard (Appendix H). This data collection was done by Quality Counts as part of the City/OSU collaboration effort and was posted on the Collaboration Corvallis website.

LDC Section 3.36.90.b.2 - OSU shall participate as a full partner in a task force initiated by the City with City, University, neighborhood association and neighborhood business representation, to review and evaluate existing baseline traffic measurements, parking studies, and other relevant information and develop strategies to mitigate problem areas.

This City-initiated task force was formed; however, it disbanded after several meetings. Additionally, OSU assessed parking on neighborhood streets as part of the university's 2007 and 2010 parking utilization studies. Over the past three years, OSU worked with adjacent neighborhood residents and business owners during the Corvallis / OSU Collaboration effort. Specifically, the Parking and Traffic Work Group assessed neighborhood concerns and developed a series of recommendations, and a number of those recommendations have been implemented. OSU is interested in working with the city and neighbors on issues of mutual concern in the future.

Appendix A Sector Development Tracking Report

Campus Master Plan - Sector Detail
Whole Campus- All Sectors

Area: 24,904,904 Square Feet (SqFt)/572 Acres{100% of campus}

Existing / Approved Development

Existing Development*: 8,141,683 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	3,247,716	13.0%
OSU IOTB** Footprint	90,930	0.4%
Non OSU Building Footprint	213,286	0.9%
Non OSU IOTB Footprint	18,058	0.1%
OSU Streets***	1,124,808	4.5%
OSU Parking***	3,142,321	12.6%
Public Streets	399,322	1.6%
Total Existing Impervious Surface	**8,236,441**	**33.1%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	3,155,000	100%
Development since 12/2004	999,843	32%
Remaining Development Allocation	2,155,157	68%

Open Space	SqFt	% Sector
Existing Open Space	16,668,463	67%
New Development Total Footprint	248,846	1%
Open Space After Development	16,419,617	66%
Minimum Future Open Space	12,939,706	52%
Remaining Open Space Development	3,479,911	14%

New Development (projects)

Date	Description	Structure / Impervious Development (GSF)	Structure / Impervious Footprint (Sq Ft)	Parking Lot / Driveways (Sq Ft)	Total New Development Footprint (Sq Ft)	Planning Comments
Oct-2014	Sector C	530,010	137,211	-90,390	46,821	Sector Aggregate
Aug-2014	Sector B	66,155	12,905	19,075	31,980	Sector Aggregate
Jan-2014	Sector F	127,635	42,859	-1,984	40,875	Sector Aggregate
Jun-2013	Sector A	-16,436	18,352	66,702	85,054	Sector Aggregate
May-2013	Sector D	76,959	20,315	-554	19,761	Sector Aggregate
Feb-2013	Sector G	189,051	46,990	-11,319	35,671	Sector Aggregate

Campus Master Plan - Sector Detail

Aug-2011	Sector H	0	0	-45,490	-45,490	Sector Aggregate
Mar-2010	Sector E	28,569	22,059	13,800	35,859	Sector Aggregate
Mar-2010	Sector J	-2,100	-1,685	0	-1,685	Sector Aggregate
	Total	**999,843**	**299,006**	**-50,160**	**248,846**	

Campus Master Plan - Sector Detail
Sector A- West 35th

Area: 3,358,166 Square Feet (SqFt)/77 Acres{13% of campus}

Existing / Approved Development

Existing Development*:	281,551 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	161,080	4.8%
OSU IOTB** Footprint	39,977	1.2%
Non OSU Building Footprint	87,172	2.6%
Non OSU IOTB Footprint	8,715	0.3%
OSU Streets***	93,618	2.8%
OSU Parking***	141,771	4.2%
Public Streets	34,570	1.0%
Total Existing Impervious Surface	**566,903**	**16.9%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	250,000	100%
Development since 12/2004	-16,436	-7%
Remaining Development Allocation	266,436	107%

Open Space	SqFt	% Sector
Existing Open Space	2,791,263	83%
New Development Total Footprint	85,054	3%
Open Space After Development	2,706,209	81%
Minimum Future Open Space	2,619,369	78%
Remaining Open Space Development	86,840	3%

New Development (projects)

Date	*Description*	*Structure / Impervious Development (GSF)*	*Structure / Impervious Footprint (Sq Ft)*	*Parking Lot / Driveways (Sq Ft)*	*Total New Development Footprint (Sq Ft)*	*Planning Comments*
Jun-2013	Sheep Barn (B0346) - Demolition	-14,413	-23,676	-11,415	-35,091	Removal of sheep barn and associated paving; 5/1/14: GSF and FP adjusted to be consistent with original 2005 values
Jun-2013	Wool Lab (B0380) - Demolition	-3,467	-3,514	-200	-3,714	Removal of wool lab and associated parking; 5/5/14: GSF and FP adjusted to be consistent with original 2005 values
May-2013	Beef Barn (B0347) - Demolition	-19,115	19,882	-36,756	-16,874	-36, 756 includes -3,000 sf of street; 5/1/14: FP adjusted to be consistent with original 2005 values

May-2013	Hogg Metabolism Barn (B0367)	13,760	13,760	79,218	92,978	79,218 includes 5000 sf of street.
May-2013	River Hydraulics Tank	702	702	0	702	In-ground concrete tank for river hydraulics modeling. Project converts open space to impervious/structure.
Jul-2012	IOTB - 379 - Demolition	-59	-59	0	-59	No clear record of when it was demolished. Appears in Google Earth aerial photo in 11/2011, but gone by 7/2012. Removed from GIS in 2013 update to dataset. Originially part of Non-OSU IOTB; 5/5/14: database update/validation
Jul-2012	Ninv - 109 - Demolition	-38	-38	0	-38	No clear record of when it was demolished. Appears in Google Earth aerial photo in 11/2011, but gone by 7/2012. Removed from GIS in 2013 update to dataset. Originially part of Non-OSU IOTB; 5/5/14: database update/validation
Jul-2012	Rabbitry Solar Panels - solar arrays south of rabbitry builidngs along Campus Way	77	77	0	77	Impervious surface is beneath small transformer
Mar-2010	IOTB - 135 - Demolition	-178	-178	0	-178	Demolished prior to construction of Oldfield Animal Teaching Facility; 5/5/14: database update/validation
Mar-2010	IOTB - 136 - Demolition	-355	-355	0	-355	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	IOTB - 291 - Demolition	-279	-279	0	-279	Demolished prior to construction of Oldfield Animal Teaching Facility; 5/5/14: database update/validation
Mar-2010	IOTB - 292 - Demolition	-279	-279	0	-279	Demolished prior to construction of Oldfield Animal Teaching Facility; 5/5/14: database update/validation
Mar-2010	IOTB - 293 - Demolition	-335	-335	0	-335	Demolished prior to construction of Oldfield Animal Teaching Facility; 5/5/14: database update/validation

Mar-2010	IOTB - 294 - Demolition	-474	-474	0	-474	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	IOTB - 295 - Demolition	-494	-494	0	-494	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	IOTB - 296 - Demolition	-443	-443	0	-443	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	IOTB - 297 - Demolition	-44	-44	0	-44	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	IOTB - 298 - Demolition	-280	-280	0	-280	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	IOTB - 303 - Demolition	-271	-271	0	-271	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	Ninv - 110 / Non-OSU 33 - Demolition	-99	-99	0	-99	Decomissioned; No clear record of when it was demolished. Not clear from Google Earth imagery, but appears to be gone by 3/2010. Removed from GIS in 2013 update to dataset. Originially part of Non-OSU IOTB; 5/5/14: database update/validation
Mar-2010	Ninv - 118 / EPA 118 - Demolition	-1,433	-1,433	0	-1,433	A portion of building demolished; Google Earth imagery shows it present in 2006, but gone by 3/2010. Removed from GIS in 2013 update to dataset. Originially part of Non-OSU Bld; 5/5/14: database update/validation
Mar-2010	Oldfield Animal Teaching Facility (B0364)	17,701	17,701	35,855	53,556	Phase 1 of three-phase development; Development = 17,527 building and 174 generator enclosure (sq ft updated 12/2013 to reflect final construction)
Dec-2009	Beef Pole Barn (B0365)	1,080	1,080	0	1,080	New Pole Barn for Sheep
Mar-2008	Soil Dumpster & Appliances Pad	700	700	0	700	
Mar-2007	Lock stave Building (B0379) - Demolition	-8,400	-3,299	0	-3,299	Date approximate
	Total	**-16,436**	**18,352**	**66,702**	**85,054**	

Campus Master Plan - Sector Detail

Sector B- West Campus

Area: 3,129,255 Square Feet (SqFt)/72 Acres{13% of campus}

Existing / Approved Development

Existing Development*:	831,426 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	437,205	14.0%
OSU IOTB** Footprint	13,512	0.4%
Non OSU Building Footprint	100,236	3.2%
Non OSU IOTB Footprint	8,117	0.3%
OSU Streets***	129,191	4.1%
OSU Parking***	590,623	18.9%
Public Streets	66,596	2.1%
Total Existing Impervious Surface	**1,345,480**	**43.0%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	500,000	100%
Development since 12/2004	66,155	13%
Remaining Development Allocation	433,845	87%

Open Space	SqFt	% Sector
Existing Open Space	1,783,775	57%
New Development Total Footprint	31,980	1%
Open Space After Development	1,751,795	56%
Minimum Future Open Space	1,032,654	33%
Remaining Open Space Development	719,141	23%

New Development (projects)

Date	Description	Structure / Impervious Development (GSF)	Structure / Impervious Footprint (Sq Ft)	Parking Lot / Driveways (Sq Ft)	Total New Development Footprint (Sq Ft)	Planning Comments
Aug-2014	USDA Building - Concrete Pads/Mechanical Equipment	376	376	0	376	The cement pad on the south side of the building will be 9 1/2' W x 17' L (161.5 sq ft). This will have the AC unit on it. The pad on the west side of the building will be 5' W x 43' long L (215 sq ft). This pad will have the 3 smaller cooling units on it
May-2014	Radiation Center (B0098) - Temporary Trailer	200	200	0	200	Temporary Trailer on new pavement, east of Radiation Center.
Feb-2013	Dryden Hall (B0151) - bike parking improvements	159	159	0	159	New concrete pad for bike parking

Aug-2012	Black Cultural Center (B0834) - Installation of relocated building	1,200	1,200	0	1,200	The existing BCC building will be moved from its existing location in Sector C at 2320 NW Monroe Ave. to a new location in Sector B at 3036 SW orchard Ave.
Aug-2012	IOTB - 266 - Demolition	-637	-637	0	-637	Garage demolished to make room for relocated old BCC building; 5/6/14: database update/validation
Jul-2012	IOTB - 30 - Demolition	-577	-577	0	-577	Formerly part of USDA Forestry Sciences Lab; demolished and replaced with new bldg. entire sq. footage removed. Used Google Earth historic images tab to determine when project was completed. GIS Str_Bldg layer shows the change in 2012.
Jul-2012	USDA Forestry Sciences Lab (B2006)	45,406	-14,501	0	-14,501	Demolition of one wing and replacement with new addition. Difference in footprint sq. footages was -14,501. Lease agreement 102,500 sq. ft. including out builidings; subtracted outbuildings (B0210 and B0209) and total remaining is 98,900 for current gsf.
Sep-2009	Dryden Hall (B0151) - Generator	76	76	0	76	New generator on concrete slab (updated per 0151-580-001 drawing for installation)
Jun-2009	Radiation Center High Bay Addition (B0098)	1,600	1,600	308	1,908	
Nov-2007	Vet Dairy Barn Tuff Shed	420	420	0	420	
Aug-2007	EH&S Annex (B0141) - Addition	1,120	1,120	0	1,120	
Feb-2007	Energy Center (B0078)	32,419	32,419	18,767	51,186	
Feb-2007	IOTB - 271 - Correction	-1,764	-1,764	0	-1,764	Included in 2005 at IOTB, but should not have been included because only temporary planting areas (Land Improvement). 5/7/14: Removed GSF and FP in database update.
Feb-2007	IOTB - 276 - Correction	-1,002	-1,002	0	-1,002	Included in 2005 at IOTB, but should not have been included because only temporary planting areas (Land Improvement). 5/7/14: Removed GSF and FP in database update.

Feb-2007	Poultry House F (B0164) - Demolition	-7,165	0	0	0	Slab remains (footprint no change) Demolish for Energy Center
Feb-2007	Poultry House H (B0157) - Demolition	-5,676	-6,184	0	-6,184	Demolished for Energy Center
	Total	**66,155**	**12,905**	**19,075**	**31,980**	

Campus Master Plan - Sector Detail

Sector C- Campus Core

Area: 6,863,033 Square Feet (SqFt)/158 Acres{28% of campus}

Existing / Approved Development

Existing Development*:	4,685,510 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	1,460,841	21.3%
OSU IOTB** Footprint	5,865	0.1%
Non OSU Building Footprint	0	0.0%
Non OSU IOTB Footprint	0	0.0%
OSU Streets***	529,326	7.7%
OSU Parking***	829,010	12.1%
Public Streets	57,060	0.8%
Total Existing Impervious Surface	**2,882,102**	**42.0%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	679,000	100%
Development since 12/2004	530,010	78%
Remaining Development Allocation	148,990	22%

Open Space	SqFt	% Sector
Existing Open Space	3,980,931	58%
New Development Total Footprint	46,821	1%
Open Space After Development	3,934,110	57%
Minimum Future Open Space	2,470,692	36%
Remaining Open Space Development	1,463,418	21%

New Development (projects)

Date	*Description*	*Structure / Impervious Development (GSF)*	*Structure / Impervious Footprint (Sq Ft)*	*Parking Lot / Driveways (Sq Ft)*	*Total New Development Footprint (Sq Ft)*	*Planning Comments*
Oct-2014	Shops Generator Pole Barn (north of B0050: Physical Plant Material Shed)	1,200	1,200	0	1,200	Pole barn to house small generators. Built within existing Shops Complex.
Sep-2014	15th Street - New alignment from south of railraod to Washington Ave	0	0	21,384	21,384	New curb-to-curb segement
Sep-2014	Washington Way - New alignment between Benton Place and 15th Street	0	0	15,478	15,478	New curb-to-curb segement

May-2014	Bell Tower (B0146)	0	0	0	0	Addition to bellow tower to accommodate new bells. The existing tower is 70' tall. The addition adds 10', vertically. No expansion of footprint or additional GSF.
Mar-2014	Key Shop (B0049) - Demolition	-2,536	-2,536	0	-2,536	Demolished during Washington Way realignment project
Mar-2014	Physical Plant Freight (B0048) - Demolition	-1,434	-1,434	0	-1,434	Demolished during Washington Way realignment project
Mar-2014	Physical Plant Stores (B0052) - Demolition	-26,960	-17,285	0	-17,285	Demolished during Washington Way realignment project
Mar-2014	Physical Plant Warehouse (B0055) - Demolition	-6,574	-6,574	0	-6,574	Demolished during Washington Way realignment project
Mar-2014	15th Street - Demolition from south of railroad to Washington Ave	0	0	-13,782	-13,782	Entire street segement removed to realign road north of railroad right-of-way; included because city streets included in existing development calculation 2004
Mar-2014	Facilities Services Shops Lot (P3208) - Demo part of lot	0	0	-10,145	-10,145	Demolished southern drives and southwest staging area as part of the Washington Way realignment project
Mar-2014	Washington Way - Demolition between Benton Place and 15th Street	0	0	-13,678	-13,678	Entire street segement removed to realign road north of railroad right-of-way; included because OSU Streets included in existing development calculation 2004
Feb-2014	Johnson Hall (B0008) - Demolition	0	0	-44,016	-44,016	Demolition includes the removal of 3,780 square feet Park Terrace (including parking lot 3240) and 40,236 square feet of the Park Terrace East Lot (Lot 3234)
Feb-2014	Johnson Hall (B0008) - New Construction	65,670	25,759	3,456	29,215	GSF = (Building: 63,348, Utility Enclosure: 1,872, and Bike Shelter: 450); Structure Footprint = (Building: 25,759, Utility Enclosure: 1,872, and Bike Shelter: 450); Parking = replacement parking on north side of building 3,456

Jan-2014	MU Plaza Canopy	8,800	8,800	0	8,800	Although the canopy provides a pedestrian amenity/open space, Development Services interprets LDC 3.36.40.01.a as including pedestrain amentities and open space in sector development allocation.
Dec-2013	Green Shed - Demolition	-128	-128	0	-128	Shed demolished with construction of the Classroom Building
Dec-2013	Goss Stadium Expansion 2013 (B0108)	7,500	3,500	0	3,500	
Nov-2013	Strand Agriculture Renovation (B0038)	-786	-786	0	-786	removal of storage additions reduces building footprint
Aug-2013	CEOAS (B0807) - Fire Escape Removal	0	0	0	0	Removal of fire escape and replacement of existing door with a window. No change to impervious surfaces on site or square footage of the building.
May-2013	Classroom Building (B0023)	134,957	33,220	10,900	44,120	GSF of the Building 134,957 which includes 126,367 building and 8,590 sqft of mechanical platforms; ~10,900 for the parking lots; ~11,200 for the rest of the service drive; Only included parking lot sqft because service drive is replacing existing drive
May-2013	Student Experience Center (B0039)	87,900	18,000	-384	17,616	New structure built on existing parking lot. Structure footprint is on parking lot, additional impervious surface totals 384 sf. 32,344-31,960 = -384
Apr-2013	Fairbanks Annex (B0082) - Demolition	-600	-600	0	-600	
Mar-2013	Gilkey Hall (B0037) - Fire Escape Removal	0	0	0	0	Removal of fire escape. It is in disrepair and no longer needed to meet current code.
Dec-2012	Moreland Hall (B0106) - ADA Ramp Replacement Southern Entrance	0	0	0	0	Old ADA ramp = 213 sq ft New ADA ramp = 311 sq ft All of the new ramp sqare footage installed over existing impervious surface. The paved accessway to new ramp installed over existing impervious surface and 138 sq ft of landscaped area; however, pedes

Nov-2012	Waldo Hall (B0102) - ADA Parking West side of Building	0	0	5,040	5,040	Increase in impervious surface to create additional ADA parking between Waldo and Langton Hall
Aug-2012	Black Cultural Center (B0834) - removal	-1,200	-1,200	-10,633	-11,833	The existing BCC building will be moved from its existing location in Sector C at 2320 NW Monroe Ave. to a new location in Sector B at 3036 SW orchard Ave. Parking spaces removed from Park Terrace Street East Lot (Lot 3233).
Aug-2012	Austin Hall Business Center (B0090)	100,000	25,000	1,000	26,000	New Construction of Austin Hall Business Center
Aug-2012	Black Cultural Center (B0835) - New Construction	3,462	3,462	0	3,462	Construction of new Black Cultural Center at the southwest corner of Memorial Place and Monroe Ave.
Jul-2012	Plageman Student Health Center (B0062) - ADA Access Improvements	0	0	0	0	Construct new ADA compliant entrance on north side of Plageman Hall. Install ADA parking in lot # 3233 Park Terrace St East Lot. Install ADA compliant path of travel from parking lot to new entrance.
Jul-2012	Withycombe Hall (B0075) - ADA Access Improvements	0	0	0	0	Replacement of north entrance door for ADA compliance; installation of 2 ADA compliant ramps and path of travel between door and north adjacent parking lot; ADA parking lot improvements in lot #3316 Orchard Ave. South Lot
Jul-2012	Asian & Pacific Cultural Center (B0826)	3,894	3,894	0	3,894	Construct new APCC building at southeast corner of Women's Building Field. No new parking/impervious is proposed with this project. Two existing parking spaces in the Fairbanks Hall West Parking lot #3301 will be converted to one new ADA space. Gross Oc
Aug-2011	Outdoor Rec Maintenance Pavilion (B0171)	1,491	3,912	0	3,912	Constructed as part of Student Legacy Park; building foot print is larger than GSF because only a portion of the building is enclosed. The other is a covered seating area. 5/21/14

Aug-2011	Student Legacy Park South Lot	0	0	-25,848	-25,848	Parking lot reconstructed as part of Student Legacy Park; A portion of the parking area converted to tennis courts, and a small lot constructed east of the indoor tennis facility. Difference added 5/21/14
Jun-2011	Waldo Hall (B0102) - ADA Parking East side of Building	0	0	426	426	new parking 426 sf (the 1,315 sidewalks not inlcuded)
May-2011	Bike Shelters - Covered	2,250	2,250	0	2,250	New covered bike shelter at Bexel, Nash, Milam, Plageman, and Gilmore Halls. Each shelter is 450 square feet. 5/21/14: GSF and SFP updated and corrected as it previously included pedestrian imporvements (sidewalks).
Mar-2011	Merryfield Hall (B0002) - screening wall, concrete pad	235	235	0	235	New air condensors at Merryfield Hall require concrete pad, screening wall
Feb-2011	Bike parking on North side of Milam Hall (replacement)	354	354	0	354	New ADA ramp includes removal and re-installation of replacement bike racks. Replacement bike parking = 354 sf. New ADA ramp paving = 678 sf; however, this is not included in Open Space calculation per LDC 3.36.40.02.a.
Feb-2011	Bike parking on North side of Milam Hall (removal)	-270	-270	0	-270	New ADA ramp includes removal and re-installation of replacement bike racks. Existing bike parking removed=270 sf.
Jan-2011	Poling Hall (B0112) and Cauthorn Hall - new ADA parking	0	0	1,000	1,000	New parking spaces created from landscaped area between buildings and Intramural Way
Jan-2011	Poling Hall (B0112) and Cauthorn Hall - new access ramp on south side of building	0	0	0	0	140 Sf of existing walk and stairs to be demolished and 645 Sf of new ramp and stairs to be installed; however, this is not included in Open Space calculation per LDC 3.36.40.02.a.
Aug-2010	Native American Cultural Center (B0085) and removal of Quonset hut (B0107)	1,180	1,180	-3,749	-2,569	Removing existing Quonset hut and parking lot and constructing new building. Net increase in existing open space.
May-2010	ALS (B0079) Nitrogen Storage Tank and concrete pad	162	162	0	162	ALS storage tank, concrete pad, and screening

Campus Master Plan - Sector Detail

Dec-2009	Plageman Student Health Center (B0062) - Generator	270	270	0	270	New Generator and Bike Racks
Dec-2009	McAlexander Field House (B0053)	0	0	239	239	Interior / Parking Alterations
Dec-2009	Hallie Ford Building (B0077)	27,262	7,453	0	7,453	New building; 5/21/14: GSF, FP pulled from AiM.
Dec-2009	Hallie Ford Building (B0077) - Demolition	0	0	-15,444	-15,444	Removal of parking lot for the construction of a new building; 5/21/14: FP for Bates S Lot (3314) pulled from GIS
Oct-2009	Green Shed	128	128	0	128	Green Roof tool shed for compost area
Aug-2009	Kerr Admin Bldg (B0061) - Replacement ADA Ramp	0	0	0	0	Replacement non-compliant ADA ramp on south of Kerr Admin Bldg
Aug-2009	Nash Hall (B0021) - General Improvements	375	375	0	375	Generator Footprint
Jul-2009	Reed Lodge (B0118) - Remodel	0	0	922	922	
Jun-2009	Heckart Lodge (B0116) - Renovation	0	0	1,141	1,141	Renovation- no new GSF
May-2009	Furman (Education) Hall (B0028) - Seismic Upgrade	0	0	0	0	Voluntary Seismic Upgrade
Mar-2009	Linus Pauling Science Center (B0071)	102,000	22,444	-16,030	6,414	Structure to be built on existing Parking Lot/Some current parking Lot converted to open space
May-2008	14th/15th Street Improvements (1 of 2)	0	0	2,333	2,333	Split into 2 parts Sector C & D
Aug-2007	Goss Stadium Expansion (B0108)	21,408	6,426	0	6,426	
	Total	**530,010**	**137,211**	**-90,390**	**46,821**	

Campus Master Plan - Sector Detail

Sector D- Lower Campus

Area: 1,953,994 Square Feet (SqFt)/45 Acres{8% of campus}

Existing / Approved Development

Existing Development*:	325,506 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	117,617	6.0%
OSU IOTB** Footprint	2,553	0.1%
Non OSU Building Footprint	0	0.0%
Non OSU IOTB Footprint	0	0.0%
OSU Streets***	135,633	6.9%
OSU Parking***	326,634	16.7%
Public Streets	103,905	5.3%
Total Existing Impervious Surface	**686,342**	**35.1%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	106,000	100%
Development since 12/2004	76,959	73%
Remaining Development Allocation	29,041	27%

Open Space	SqFt	% Sector
Existing Open Space	1,267,652	65%
New Development Total Footprint	19,761	1%
Open Space After Development	1,247,891	64%
Minimum Future Open Space	1,191,936	61%
Remaining Open Space Development	55,955	3%

New Development (projects)

Date	*Description*	*Structure / Impervious Development (GSF)*	*Structure / Impervious Footprint (Sq Ft)*	*Parking Lot / Driveways (Sq Ft)*	*Total New Development Footprint (Sq Ft)*	*Planning Comments*
May-2013	Parking Lot 3203 and portion of Adams Ave - Removal for the construction of Tebeau Hall (B0189)	0	0	-73,113	-73,113	
May-2013	Tebeau Hall (aka New Residence Hall) (B0189)	76,379	19,735	0	19,735	
Dec-2008	Washington Ave Southwest Lot (3201) - expansion	0	0	26,000	26,000	New parking lot

Dec-2008	Washington Ave and 11th Street Southeast Lot (3227)	0	0	34,278	34,278	New parking lot
May-2008	14th/15th Street Improvements (2 of 2)	0	0	12,281	12,281	Split into 2 parts Sector C & D
Nov-2007	Bike Pad - McNary Dining & Wilson Hall	580	580	0	580	
	Total	**76,959**	**20,315**	**-554**	**19,761**	

Campus Master Plan - Sector Detail
Sector E- Southwest Campus

Area: 2,870,819 Square Feet (SqFt)/66 Acres{12% of campus}

Existing / Approved Development

Existing Development*:	253,046 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	209,499	7.3%
OSU IOTB** Footprint	10,860	0.4%
Non OSU Building Footprint	0	0.0%
Non OSU IOTB Footprint	0	0.0%
OSU Streets***	39,718	1.4%
OSU Parking***	244,339	8.5%
Public Streets	30,977	1.1%
Total Existing Impervious Surface	**535,393**	**18.6%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	120,000	100%
Development since 12/2004	28,569	24%
Remaining Development Allocation	91,431	76%

Open Space	SqFt	% Sector
Existing Open Space	2,335,426	81%
New Development Total Footprint	35,859	1%
Open Space After Development	2,299,567	80%
Minimum Future Open Space	2,210,531	77%
Remaining Open Space Development	89,036	3%

New Development (projects)

Date	Description	Structure / Impervious Development (GSF)	Structure / Impervious Footprint (Sq Ft)	Parking Lot / Driveways (Sq Ft)	Total New Development Footprint (Sq Ft)	Planning Comments
Mar-2010	IOTB - 55 - Demolition	-144	-144	0	-144	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	IOTB - 56 - Demolition	-144	-144	0	-144	Demolished between 2005 and 2012; 5/5/14: database update/validation
Mar-2010	Oak Creek Building (B0545) - Electrical Repair	36	36	0	36	Increase size of existing 64 sf concrete pad by 36 square feet. New pad total size = 100 sf
Mar-2009	College of Vetinerary Medicine Pole Barn (B0158)	960	960	0	960	

Nov-2007	UHDS Svc Bldg Storage Facility	48	48	0	48	
Mar-2007	Magruder Hall (B0153) - Large Animal Vet Med Hospital	27,813	21,303	13,800	35,103	updated 8/13/08 (Larrie Easterly)
	Total	**28,569**	**22,059**	**13,800**	**35,859**	

Campus Master Plan - Sector Detail

Sector F- Reser Stadium and Gill Coliseum

Area: 2,062,341 Square Feet (SqFt)/47 Acres{8% of campus}

Existing / Approved Development

Existing Development*:	847,166 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	555,220	26.9%
OSU IOTB** Footprint	1,709	0.1%
Non OSU Building Footprint	0	0.0%
Non OSU IOTB Footprint	0	0.0%
OSU Streets***	134,334	6.5%
OSU Parking***	610,702	29.6%
Public Streets	408	0.0%
Total Existing Impervious Surface	**1,302,373**	**63.2%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	750,000	100%
Development since 12/2004	127,635	17%
Remaining Development Allocation	622,365	83%

Open Space	SqFt	% Sector
Existing Open Space	759,968	37%
New Development Total Footprint	40,875	2%
Open Space After Development	719,093	35%
Minimum Future Open Space	412,468	20%
Remaining Open Space Development	306,625	15%

New Development (projects)

Date	*Description*	*Structure / Impervious Development (GSF)*	*Structure / Impervious Footprint (Sq Ft)*	*Parking Lot / Driveways (Sq Ft)*	*Total New Development Footprint (Sq Ft)*	*Planning Comments*
Jan-2014	Gill Coliseum (B0121) - Hardscape Improvements	0	0	0	0	Improvements are to open space areas. No changes in total open space, gross square footage, structure footprint, or parking-impervious surface.
Nov-2013	Samaritan Health Institute	17,450	8,725	-9,534	-809	Development occurs in existing parking lot. Reduction in impervious surface is new openspace (walkways, patio and green space).
Dec-2011	Sports Performance Center (B0156) - Basketball Practice Facility	44,974	15,600	7,550	23,150	Includes practice area, locker rooms, conference room and office space; 5/21/14: GSF updated

Campus Master Plan - Sector Detail

Mar-2010	IOTB - 157 - Demolition	-564	-564	0	-564	Demolished between 2005 and 2012; 5/21/14: database update/validation
Apr-2007	Gill Annex	31,593	20,583	0	20,583	
Feb-2007	Reser (0125-A) - Demolition for Phase II (South Stands)	-612	-612	0	-612	Removal of old ticket booths; 5/21/14: database update/validation
Feb-2007	Reser (0125-B) - Demolition for Phase II (South Stands)	-873	-873	0	-873	Removal of old ticket booths; 5/21/14: database update/validation
Feb-2007	Reser (B0120) - Phase II (South Stands)	35,667	0	0	0	Expansion above existing parking lot.
	Total	**127,635**	**42,859**	**-1,984**	**40,875**	

Campus Master Plan - Sector Detail

Sector G- LaSells and Alumni Center

Area: 1,360,414 Square Feet (SqFt)/31 Acres{5% of campus}

Existing / Approved Development

Existing Development*:	742,092 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	268,531	19.7%
OSU IOTB** Footprint	3,931	0.3%
Non OSU Building Footprint	0	0.0%
Non OSU IOTB Footprint	0	0.0%
OSU Streets***	62,988	4.6%
OSU Parking***	169,354	12.4%
Public Streets	59,146	4.3%
Total Existing Impervious Surface	**563,950**	**41.5%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	350,000	100%
Development since 12/2004	189,051	54%
Remaining Development Allocation	160,949	46%

Open Space	SqFt	% Sector
Existing Open Space	796,464	59%
New Development Total Footprint	35,671	3%
Open Space After Development	760,793	56%
Minimum Future Open Space	544,166	40%
Remaining Open Space Development	216,627	16%

New Development (projects)

Date	*Description*	*Structure / Impervious Development (GSF)*	*Structure / Impervious Footprint (Sq Ft)*	*Parking Lot / Driveways (Sq Ft)*	*Total New Development Footprint (Sq Ft)*	*Planning Comments*
Feb-2013	Cezar Chavez Cultural Center (B0814)	3,256	3,256	0	3,256	There is no parking proposed with this project. The only development sq footage is the foot print of the proposed structure.
Feb-2013	Cezar Chavez Cultural Center (B0813) - Demolition	-1,200	-1,200	0	-1,200	The old house that served as the CCCC will be removed prior to development of the new CCCC building.
Nov-2012	Beth Ray Center for Academic Support (B0206)	33,813	12,535	0	12,535	Construction of building; 5/21/14: Added

Nov-2012	Beth Ray Center for Academic Support (B0206) - Alumni Lot (3380) removal	0	0	-32,278	-32,278	Removal of parking lot for the construction of the Beth Ray Center for Academic Support
Jun-2010	International Living Learning Center (B0207) - New Construction	153,182	32,399	34,185	66,584	Parking Lot changes - include increase in Bloss Hall South (3270) and construction of new lots (3288 and 3289); note: removal of residences for lot 3289 not included since they hadn't been included in 2005
Jun-2010	International Living Learning Center (B0207) - Street Vacation	0	0	-13,226	-13,226	Vacation and removal of a 389' segement (34' wide) of 17th Street between A Avenue and Western Blvd. This 13,226 sq feet was included in the 2005 Existing Impervious Surface: Public Streets calculation.
	Total	**189,051**	**46,990**	**-11,319**	**35,671**	

Campus Master Plan - Sector Detail
Sector H- Far South Campus

Area: 1,030,317 Square Feet (SqFt)/24 Acres{4% of campus}

Existing / Approved Development

Existing Development*:	133,535 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	976	0.1%
OSU IOTB** Footprint	11,372	1.1%
Non OSU Building Footprint	25,878	2.5%
Non OSU IOTB Footprint	1,226	0.1%
OSU Streets***	0	0.0%
OSU Parking***	229,888	22.3%
Public Streets	46,660	4.5%
Total Existing Impervious Surface	**316,000**	**30.7%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	50,000	100%
Development since 12/2004	0	0%
Remaining Development Allocation	50,000	100%

Open Space	SqFt	% Sector
Existing Open Space	714,317	69%
New Development Total Footprint	-45,490	-4%
Open Space After Development	759,807	74%
Minimum Future Open Space	659,403	64%
Remaining Open Space Development	100,404	10%

New Development (projects)

Date	*Description*	*Structure / Impervious Development (GSF)*	*Structure / Impervious Footprint (Sq Ft)*	*Parking Lot / Driveways (Sq Ft)*	*Total New Development Footprint (Sq Ft)*	*Planning Comments*
Aug-2011	Track and Field (Phase 1)	0	0	820	820	The project includes adding 820 sf of a new crushed rock access drive.
Aug-2011	Track and Field (Phase 1) - parking lot removal	0	0	-46,310	-46,310	The project includes removing 46,310 sf of existing parking area (net increase of 45,490 SF of open space when combined with additional 820 sf of a new crushed rock access drive).
	Total	**0**	**0**	**-45,490**	**-45,490**	

Campus Master Plan - Sector Detail
Sector J- South Farm

Area: 2,276,565 Square Feet (SqFt)/52 Acres{9% of campus}

Existing / Approved Development

Existing Development*:	41,851 Gross Square Ft (GSF)

Existing Impervious Surface	SqFt	Sector %
OSU Building Footprint	36,747	1.6%
OSU IOTB** Footprint	1,151	0.1%
Non OSU Building Footprint	0	0.0%
Non OSU IOTB Footprint	0	0.0%
OSU Streets***	0	0.0%
OSU Parking***	0	0.0%
Public Streets	0	0.0%
Total Existing Impervious Surface	**37,898**	**1.7%**

*Includes all existing/approved buildings IOTB GSF as of 12/2004
**IOTB=Improvements Other Than Buildings
***Includes gravel areas

Development

Structures	GSF	% Total
Maximum Future Allocation	350,000	100%
Development since 12/2004	-2,100	-1%
Remaining Development Allocation	352,100	101%

Open Space	SqFt	% Sector
Existing Open Space	2,238,667	98%
New Development Total Footprint	-1,685	0%
Open Space After Development	2,240,352	98%
Minimum Future Open Space	1,798,486	79%
Remaining Open Space Development	441,866	19%

New Development (projects)

Date	*Description*	*Structure / Impervious Development (GSF)*	*Structure / Impervious Footprint (Sq Ft)*	*Parking Lot / Driveways (Sq Ft)*	*Total New Development Footprint (Sq Ft)*	*Planning Comments*
Mar-2010	IOTB - 5 - Demolition	-22	-22	0	-22	Demolished between 2005 and 2012; 5/21/14: database update/validation
Mar-2010	IOTB - 81 - Demolition	-98	-98	0	-98	Demolished between 2005 and 2012; 5/21/14: database update/validation
Sep-2007	Residence (B0401) - Demolition	-1,980	-1,565	0	-1,565	
	Total	**-2,100**	**-1,685**	**0**	**-1,685**	

#Name?

Appendix B Parking Utilization Study

OSU Parking Utilization Study 2014-2015

Fall Term

Capital Planning & Development

University Land Use Planning

January 21, 2015

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Additional Information/Contacts

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Executive Summary

- OSU's campus-wide parking utilization rate for OSU General Use spaces for Fall Term 2014 was seventy-three percent (73%) during the peak hours between 10 am and 2 pm. This utilization rate does not include Residence Hall spaces.
- When the utilization rate is calculated including both OSU General Use and Residence Hall space types, OSU's campus-wide parking utilization rate for Fall Term 2014 was seventy-four percent (74%) during the peak hours between 10 am and 2pm.
- Utilization of OSU General Use (Commuter) parking lots varied from fifteen to 100 percent (15% - 100%). Unlike previous years, utilization was typically higher for parking facilities that are more distant from the campus core, in parking permit zones B and C.
- Campus Sectors E, F, and H had the highest utilization with utilization rates between eighty-one and ninety-eight percent (81-98%). Sectors C and D experienced noticeable declines in utilization rates since the previous academic year, but Sectors F and H had significant utilization increases. The implementation of the zonal parking system beginning Fall Term 2014 appears to have created changes in preferred parking locations, which can be seen in the changes in sector utilization rates from the previous study year.
- Parking garage utilization rate declined from an eighty percent (80%) utilization rate for the 2013-2014 academic year to a seventy-four percent (74%) utilization rate for the 2014-2015 academic year.
- Forty-three percent (43%) of motorcycle areas were utilized during Fall Term 2014.
- OSU General Use spaces decreased from 6,991 to 5,759 between academic years 2013-2014 and 2014-2015. This reduction was primarily due to the reclassification of 993 spaces from OSU General Use spaces (Student spaces) to Residence Hall spaces with the implementation of the zonal parking system. In previous years, Residence Hall parking spaces were captured within in the OSU General Use space type (Student spaces). When the change in parking capacity is calculated including OSU General Use spaces and Residence Hall spaces, parking capacity decreased only three percent (3%) over the last year from 6,991 spaces to 6,752 spaces.
- Since 2010, student enrollment has increased annually between one and eight percent (1%-8%), with a total increase of thirteen percent (13%). The number of employees also has increased by thirteen percent (13%) during the same time period. Consequently, the total population (students and employees) on OSU main campus has increased from approximately 27,000 in Fall Term 2010 to 30,000 in Fall Term 2014.
- Twenty-two percent (22%) of OSU's Total Campus population had purchased parking permits as of the initiation of this year's parking utilization survey, October 21st, 2014. This is consistent with percentages from the last four survey years, during which the percent of OSU's Total Campus population with a parking permit varied between twenty and twenty-three percent (20%-23%). As of October 21st, 2014, 6,814 Commuter permits were sold compared to 6,952 permits sold during the same period for the previous study year.

OSU Parking Utilization Study

Background

The OSU Parking Utilization Study is an analysis of the parking conditions for on-campus parking facilities for the 2014-2015 academic year. The study is completed annually during Fall Term, when enrollment and parking utilization are typically at their highest levels of an academic year. The annual utilization study provides insight into parking utilization for that academic year.

The OSU Parking Utilization Study was developed to comply with policies outlined in the *Oregon State University Campus Master Plan2004-2015* (CMP) and to inform OSU's parking management and development strategies. The CMP contains policies that specify how OSU will address existing and future parking demand. CMP *Chapter 7 – Parking Plan* requires the planning of new parking facilities if the campus parking utilization rate reaches or exceeds eighty-five percent (85%). The intent of this policy is to ensure that additional parking facilities would be ready for construction if parking usage was to exceed ninety percent (90%) or at the time a new construction project is proposed (CMP 7.2.7). The CMP further specifies that OSU will monitor parking usage rates at least once per year and provide monitoring results to the City of Corvallis (CMP 7.2.10). The *OSU Parking Utilization Study 2014-2015* fulfills these monitoring requirements for the 2014-2015 academic year. Additional monitoring efforts are undertaken periodically and as needed by OSU's Parking Services to further inform OSU's parking management efforts and are not captured in the OSU Parking Utilization Study.

Methodology

Methodology Changes Triggered by the Zonal Parking System

The methodology used for the *OSU Parking Utilization Study 2014-2015* is largely the same as that for studies conducted in previous years. The implementation of a new zonal parking system for the 2014-2015 academic year, however, triggered minor changes to the methodology used for the annual parking utilization survey conducted this year. This report clearly identifies methodology changes that were triggered by the implementation of the zonal parking system. It also identifies instances in which direct, year-to-year comparisons are limited or not possible due to these changes in methodology. The specific changes are discussed throughout the document as they relate to the various report elements.

One of the biggest changes triggered by the implementation of the zonal parking system was the creation of the Residence Hall parking space and lot type. In previous years, most campus residents purchased Student parking permits and parked in Student lots, an OSU General Use lot type. Student residents parking on campus were not distinguished from other Student permit holders commuting to and parking on campus. With the implementation of the zonal parking system, Parking Services began selling Residence Hall parking permits to student residents, and several OSU General Use lots were converted to Residence Hall lots.

The Orchard Court Lot (3322) is an exception to this trend. This lot provides parking exclusively to Orchard Court residents, but it is managed by University Housing and Dining Services, which issues permits to Orchard Court residents. Because Parking Services does not manage this lot or sell permits for it, it is not identified by Parking Services as a Residence Hall lot in the zonal parking system. In this report, however, the Orchard Court parking lot is identified as a Residence Hall lot as it functions the same as other Residence Hall lots, providing parking exclusively to student residents.

Additionally, there is a slight difference between how this report and Parking Services refer to parking lot types. To reduce confusion when comparing reports from year-to-year, this report continues to use

the term OSU General Use lots to refer to lots that are available to students, employees, and visitors for daily parking on campus. With the implementation of the zonal parking system, Parking Services refers to these lots as Commuter lots. In an attempt to bridge the difference between this report and other OSU materials related to parking, "Commuter" is often included in parentheses immediately following references to "OSU General Use lots".

Timeframe

The annual parking utilization study is conducted during the fourth week of the fall academic term, which is typically the point in an academic year when a university is at its peak enrollment. The study takes place over a two-day period that includes both a typical laboratory day (e.g., Tuesday) and a typical lecture day (e.g., Wednesday).

During the 2014-2015 academic year, the utilization count occurred on Tuesday, October 21st and Wednesday, October 22nd. The percent utilization reported in this study for individual lots and sectors is calculated based on the average of the two daily counts.

Parking Space and Lot Types

The implementation of a zonal parking system beginning Fall Term 2014 created minor changes to the types of parking spaces and lots OSU manages, creating several new space types and one new lot type. Parking spaces, however, continue to be divided into two general categories: General Use and University Support (*Table1: OSU Parking Categories*). General Use spaces provide short-term and all-day parking for students, staff, and visitors, and typically require a permit or daily/hourly fee. These are parking spaces available to the general public commuting daily to campus to visit, work, or attend classes on campus. General Use parking space types include: Commuter, ADA, ADA Van, ADA Wheelchair, Carpool, Electric Vehicle, Free, Metered, OAAEO (Office of Affirmative Action and Equal Opportunity reserved spaces), Reserved, Short Term, Visitor and Motorcycle.

Table 1: OSU Parking Categories

General Use	*University Support*
Commuter	Residence Hall
ADA	Dedicated
ADA Van	Government
ADA Wheelchair	Loading Zone
Carpool	Service
Electric Vehicle	Car Share
Free	Construction
Metered	
OAAEO	
Reserved	
Short Term	
Visitor	
Motorcycle*	

* Not included in utilization calculation due to space - area variations

University Support space types are spaces that are not open to the general public. They provide short-term loading areas, service vehicle parking, over-night parking for vehicles restricted to campus, or over-night parking for university residents. Spaces that are temporarily unavailable due to construction are also included among University Support spaces. The seven University Support space types include: Residence Hall, Dedicated, Government, Loading Zone, Service, Car Share, and Construction.

Within OSU's main campus, there are four types of parking lots: OSU General Use (Commuter zone lots), Non-OSU, Non-Public, and Residence Hall (*Attachment A – Parking Lot Overview Map*). OSU General Use lots provide permitted commuter parking, short-term visitor and metered parking, or free parking. Non-OSU lots are parking areas located within main campus that are utilized by an entity other than OSU typically through a lease agreement. Non-OSU lots include parking areas for the EPA, Hilton Garden Inn, the GEM, and the OSU Foundation. Non-Public lots are those lots in which access is restricted or limited to a specific university group; examples of these lots are the Magruder Hall West Lot (3362), Motor Pool West Lot (3334), and the Facilities Services Shops Lot (3208). Non-Public lots also include small lots and loading areas that provide only Non-Public parking for service vehicles or timed vehicle loading and unloading.

The Residence Hall lot type is new this academic year and was implemented as part of the new zonal parking system. Residence Hall lots provide permitted Residence Hall parking exclusively to student residents living on campus (*Table 2: Lots Converted to Residence Hall Use*). In the past, only the Orchard Court Lot (3322), the Madison Avenue Co-Op Lot (3213), and the lots serving the GEM (3223, 3224) provided parking exclusively to the residents of the student housing complexes those lots serve. Because these lots provided long-term parking for Orchard Court, the OSU co-ops, and GEM residents only, they were not available to the general public and were classified as Non-Public lots. This academic year, the lot type for the Orchard Court Lot (3322) was updated to Residence Hall. With the closure of OSU's housing co-ops, the Madison Avenue Co-Op Lot (3213) was converted to OSU General Use lot (Commuter zone lot) in the B zone. The lots serving the GEM (3223, 3224) were re-designated as Non-OSU lots because they are managed by a private, student-housing provider who leases the GEM and its associated parking facilities. Several lots that previously had been designated as OSU General Use lots were converted to Residence Hall lots to provide 993 additional parking spaces exclusively to residents of OSU student housing facilities and dorms. These lots are not available to Commuter zone permit holders.

Table 2: Lots Converted to Residence Hall Zone

Number	*Description*	*Sector*	*Spaces*
3322	ORCHARD CT. LOT*	B	88
3332	CROP SCIENCE BUILDING WEST LOT	B	214
3204	ADAMS AVE NORTH LOT	D	22
3205	ADAMS AVE NORTHEAST LOT	D	77
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	90
3270	BLOSS HALL SOUTH LOT	G	59
3280	MAY WAY LOT	G	116
0205_PFL5	PARKING GARAGE (5TH FLOOR)	G	178
3286	SPORTS COMPLEX WEST LOT	H	237
		Total	1,081

*In previous studies, Orchard Court lot (3322) was considered a Non-Public lot because it provided parking only to residents of Orchard Court. With the creation of the Residence Hall parking lot type, it was converted to a Residence Hall lot. Because the Orchard Court lot was considered a Non-Public lot, its spaces were not counted as General Use spaces in previous parking utilization surveys as were spaces in the other lots listed above.

Parking lots also are assigned one of three different lot statuses: Decommissioned, Temporary Closure, and Active. Decommissioned parking lots have been permanently removed from the OSU parking inventory. Lots that are closed temporarily for a defined period of time are classified as Temporary Closure. A lot can be temporarily closed for special events, for maintenance activities, or to provide construction staging areas. All other lots that have available General Use and University Support spaces are considered Active lots, regardless of the lot type.

Utilization Calculation and Space Types included in Annual Report

Although OSU manages and collects data on all campus parking space types individually, the OSU Parking Utilization Study only includes General Use spaces located in Active, OSU General Use lots (Commuter lots); these are the only spaces available for use by students, staff, and visitors commuting daily to campus. University Support space types and all spaces within Residence Hall, Non-OSU, Non-Public, and Temporary Closure lots are not available for use by the general public visiting campus daily. Spaces in these categories, therefore, are excluded from the parking utilization calculation.

The Motorcycle space type is the only General Use parking space type not included in the parking utilization calculation. In most locations on campus, motorcycles park in designated areas rather than individual spaces, so the parking capacity of a motorcycle area can vary greatly depending on how users park their vehicles. For this reason, it is difficult to accurately, and consistently assess utilization rates for motorcycle parking because the spaces available (capacity) can vary from day to day, depending on

how users park their motorcycles. Motorcycle space use is included in the parking utilization study, but it is reported separately from the General Use space types.

As mentioned previously, the Residence Hall space type and Residence Hall lot type are new categories this year, created as a part of the zonal parking system to provide parking exclusively to the residents of OSU student housing. This year, student residents were able to purchase permits for designated Residence Hall lots in the BR zone or CR zone. Orchard Court residents were provided with a permit specific to the Orchard Court Lot (3322) issued by University Housing and Dining Services. Because parking spaces reserved for student residents are not available to commuting students, staff, and visitors, Residence Hall spaces and lots were not calculated in the overall utilization rate. Although it functions differently than commuter parking, student resident parking remains an important part of the OSU parking system and is included in this report. A utilization rate for Residence Hall Lots is calculated and reported independently from the overall parking utilization rate. Additionally, this report also calculates a separate overall utilization rate for Residence Hall and General Use spaces combined.

In years past, students living in on-campus housing facilities other than Orchard Court or the OSU co-ops purchased Student parking permits and were free to park in any of Student/Visitor lots (an OSU General Use lot type). Only residents of Orchard Court, the OSU Co-Ops, and the GEM were provided with parking in Non-Public parking lots available exclusively to the residents of those housing facilities. Thus, in previous years, most student residents were captured in the overall parking utilization calculation. This management change contributes to the overall change in the total number General Use spaces reported from academic year 2013-2014 to academic year 2014-2015, and it contributes to the slight change in the parking utilization rate over the same period. This is discussed in more detail later in this report.

Parking Facilities

The two types of parking facilities on campus are surface parking lots and a multi-level parking structure. Both types of facilities may include permitted, metered, and resident parking spaces. While the majority of lots on campus provide permitted parking only, there are metered spaces in parking facilities throughout campus (*Table 3: Lots with Metered and Short-Term Spaces*). Free parking spaces are limited to one surface parking lot: South 17th St. and A Avenue Lot (3289) in Sector G. The provision of free parking in this lot was a condition required by the City of Corvallis with the approval of the vacation of city right-of-way on 17th Street.

Table 3: Lots with Metered and Short-Term Spaces

Number	*Description*	*Sector*	*Spaces*
3332	CROP SCIENCE BUILDING WEST LOT	B	1
3234	PARK TERRACE ST WEST LOT	C	138
3243	BENTON HALL WEST LOT	C	4
3261	COLEMAN FIELD EAST LOT	C	6
3262	KERR ADMINISTRATION SOUTH LOT	C	6
3263	KERR ADMINISTRATION WEST LOT	C	22
3268	S BENTON PL	C	6
3293	STUDENT LEGACY PARK SOUTH LOT	C	14
3295	S 30TH ST METER	C	4
3300	S 26TH ST	C	45
3303	SACKETT HALL NORTH LOT	C	1
3313	BATES HALL NORTH LOT	C	18
3206	MCNARY HALL NORTH METER LOT	D	8
3210	JEFFERSON WAY AND 14TH ST LOT	D	24
3219	WASHINGTON AVE	D	3
3283	RALPH MILLER LN	F	4
3270	BLOSS HALL SOUTH LOT	G	4
0205_PFL3	PARKING GARAGE	G	110
		Total	418

The City of Corvallis manages parking facilities along city-owned streets located within and adjacent to the OSU campus boundary. These facilities include both metered and free parking. Metered spaces are located on the east side of 15th Street south of Jefferson Avenue. Free, on-street parking is provided along Orchard Avenue between 27th and 30th streets in Sector C; on 11th Street and Madison Avenue in Sector D; and on 16th, 17th, and A streets in Sector G. These City-owned facilities are not managed by OSU and are not included in the utilization study.

Additional Parking Facilities (New Lots)

One parking facility has been added to OSU's inventory of General Use parking facilities since the completion of the 2013-2014 OSU Parking Utilization Study (*Table 4: new General Use and University Support Parking Areas*). The Madison Avenue Co-Op Lot (3213) was added back to the General Use inventory, adding 36 commuter spaces and 4 reserved spaces. Previously, these spaces provided resident parking exclusively for co-op residents and was thus designated a Non-Public lot. As a Non-Public lot, it was not part of the overall parking utilization calculation of previous studies.

Table 4: New General Use and University Support Parking Areas

Number	*Description*	*Sector*	*Spaces*
3213	MADISON AVE CO-OP LOT	D	40
		Total	40

Decommissioned Parking Facilities

Two parking facilities were removed from the parking inventory for the 2014-2015 academic year: the South Sackett Place Meter Lot (3292), located on the west side of Buxton Hall; and the University Plaza South Lot (3279), located south of Western Boulevard on the corner of Western Boulevard and 15th Street. (*Table 5: Decommissioned Parking Areas*). The South Sackett Place Meter Lot (3292) was restriped as a loading area, converting two (2) General Use spaces and five (5) University Support spaces to a loading zone and fire lane. In 2013, OSU began leasing the University Plaza property from the OSU Foundation, adding 175 General Use spaces and three (3) University Support spaces in the University Plaza South Lot (3279) to the parking inventory for academic year 2013-2014. This year, however, these spaces were removed from the parking inventory because the *OSU Campus Master Plan 2004-2015* prohibits the university from managing parking located on property that does not have the OSU Zone zoning designation in the Corvallis Land Development Code. The University Plaza South Lot now provides parking exclusively for tenants of the University Plaza building.

Table 5: Decommissioned Parking Areas

Number	*Description*	*Sector*	*General Use & University Support Spaces*
3292	S SACKETT PL METER	C	7
3279*	UNIVERSITY PLAZA SOUTH LOT	H	178
		Total	185

* The University Plaza South lot provides parking to tenants of the University Plaza Building only. OSU no longer manages this lot as part of its permitted parking inventory.

Campus Population

Student Enrollment

Since the 2010-2011 academic year, student enrollment on OSU's main campus has increased annually between one and eight percent (1% - 8%) for the Fall Term, with a total increase of thirteen percent (13%). Refer to *Table 6: Student Enrollment Trends* for enrollment trends over the past five years. Students enrolled exclusively in Extended Campus (Ecampus) courses are not included in the adjusted Main Campus Enrollment, since these Extended Campus students are not taking courses on OSU's Corvallis campus.

Table 6: Student Enrollment Trends

Academic Year	Fall Term			
	October Enrollment	*Extended Campus Enrollment**	*Main Campus Enrollment***	*Percent Change of Main Campus Enrollment****
2010-2011	23,761	2,271	21,490	8%
2011-2012	24,977	2,642	22,335	4%
2012-2013	26,393	3,175	23,218	4%
2013-2014	27,925	3,767	24,158	4%
2014-2015	28,886	4,503	24,383	1%

* Extended Campus Enrollment represents all students enrolled exclusively in Ecampus-offered courses; these student are not enrolled in any OSU Corvallis on-campus courses.

** Main Campus Enrollment is total enrollment minus Extended Campus enrollment.

***Percent change is the change in main campus enrollment when compared with the previous year's main campus enrollment.

Source: OSU Office of Institutional Research, Enrollment/Demographic Reports, Enrollment Summary, http://oregonstate.edu/admin/aa/ir/enrollmentdemographic-reports ; Enrollment Summary, November 2014

OSU Employment

To support OSU's enrollment increases over the past five years, employment on campus also has increased. Since 2010, the number of OSU employees has increased by thirteen percent (13%), including faculty and unclassified, classified and temporary staff (*Table 7: Employment Trends*). Faculty and unclassified staff comprise seventy percent (70%) of the employees on campus. Classified staff represents approximately twenty-five percent (25%), and temporary employees represent five percent (5%). Graduate assistants and student employees are not included as staff as they are captured within the student enrollment data.

Table 7: Employment Trends

Academic Year	*Faculty*	*Classified*	*Temp*	*Total*	*Percent Change**
2010-2011	3,528	1,274	447	5,249	2%
2011-2012	3,721	1,325	466	5,512	5%
2012-2013	3,840	1,392	420	5,652	3%
2013-2014	3,967	1,450	356	5,773	2%
2014-2015	4,157	1,483	294	5,934	3%

* Percent Change is the change in the total number of employees when compared with the previous year's total employee population for the same term.

Source: OSU Office of Institutional Research, Faculty/Staff Reports, Employment Reports, http://oregonstate.edu/admin/aa/ir/faculty-and-staff-reports ; Monthly Employment Report, September 2014

Overall Campus Population

The overall campus population includes both student and employee populations and represents the majority of parking facility users. Over the past five years, the overall population on campus has risen by thirteen percent (13%). As *Table 8: Campus Population* illustrates, the total population on OSU main campus has increased from nearly 27,000 in Fall Term 2010 to approximately 30,000 in Fall Term 2014.

Table 8: Campus Population

Academic Year	Fall Term - October			
	*Main Campus Enrollment**	*Employment*	*Total*	*Percent Change***
2010-2011	21,490	5,249	26,739	7%
2011-2012	22,335	5,512	27,847	4%
2012-2013	23,218	5,652	28,870	4%
2013-2014	24,158	5,773	29,931	4%
2014-2015	24,383	5,934	30,317	1%

* Main Campus Enrollment is total enrollment minus Extended Campus
** Percent Change is the change in total population when compared with the previous year's total population for the same term.

Source: OSU Office of Institutional Research, Enrollment/Demographic Reports, Enrollment Summary, and Employment Reports, http://oregonstate.edu/admin/aa/ir/ ; Enrollment Summary, November 2013; Monthly Employment Report, September 2013

Parking Permit System

Overview

OSU implemented a new, zonal parking system for the 2014-2015 academic year. The purpose of the zonal parking system is to better utilize existing campus parking facilities, to help reduce campus-related parking impacts in surrounding neighborhoods, and to reduce vehicle congestion and emissions in and around campus by increasing the probability that users will quickly find available parking in their desired location.

The zonal parking system requires an OSU-issued parking permit to park in any OSU General Use (Commuter) or Residence Hall parking lot on campus. The majority of OSU's parking facilities provide either General Use (Commuter) or Residence Hall parking. The zonal parking system divides these facilities into seven Commuter zones (A1, A2, A3, B1, B2, B3, C) and two Residence Hall zones (BR, CR) (*Attachment E – Zonal Parking Overview*). Permits are priced by zone. Pricing was set to create an economic incentive to more intensively utilize OSU's historically underutilized facilities; premium pricing was set for historically high-demand, A Zone lots, while value pricing was set for historically low-demand, C Zone lots. B Zone permit pricing was set at the middle of the range, as these lots historically had moderate demand.

OSU's Parking Services sells annual, monthly, daily and hourly permits for all general-use, Commuter zones. Residence Hall zone permits are sold on an annual basis. For short-term visits, individuals also can purchase daily or hourly passes online, from a pay station, or directly from Parking services, and there are metered spaces in several lots on campus (*Table 3: Lots with Metered and Short-Term Spaces*). Specialty permits are sold for motorcycles, utility carts, carpools, and service vehicles. Those with an ADA placard may park in any ADA space on campus with a valid permit for any of the seven Commuter zones. Campus departments also can purchase reserved or dedicated spaces on an annual basis.

Permit Sales

OSU's parking system, Beaver Bus shuttle services, and some transportation options programs are funded through the sale of parking permits. Over the past four years, the percent of OSU's total campus population with a parking permit has remained relatively constant, varying between twenty percent and twenty-three percent (20% - 23%) of the total campus population. Twenty-two percent (22%) of the

population had purchased parking permits as of the initiation of this year's parking utilization survey, October 21st, 2014 (*Table 9: Permit Sales – Fall Term; Figure 1: OSU Population with Parking Permits – Fall 2010 to Fall 2014*).

In previous academic years, OSU sold and tracked permit sales by user type: Faculty/Staff or Student/Visitor. With the implementation of a zonal parking system this academic year, Parking Services no longer sold permits by user group. Permits were sold and priced by parking zone rather than user group. For this reason, this year's parking utilization survey compares annual permit sales for the total campus population, combining Faculty/Staff permit sales with Student/Visitor permit sales for past academic years. As of the parking utilization survey date, October 21st, 2014, 6,718 permits were sold, a slight decrease from the 6,952 permits sold for the same period in the previous academic year 2013-2014. Over the past five years, however, permit sales have increased fifty-four percent (54%) from 4,416 permits sold to 6,814 permits sold.

Table 9: Permit Sales - Fall Term

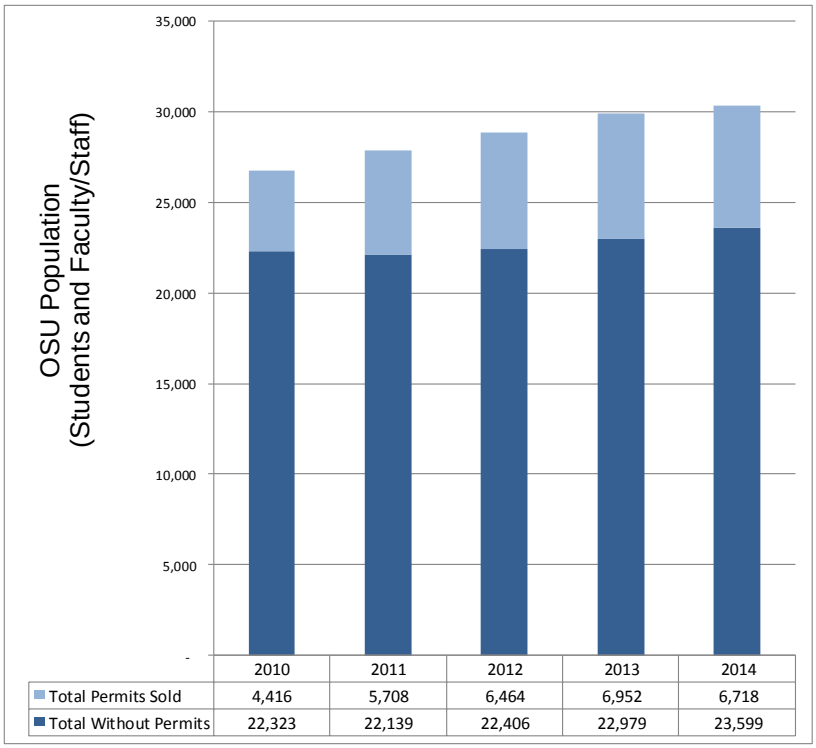
Academic Year	*Total Permits Sold**	*Total Campus Population^*	*Percent with Permit*	*Percent Change***
2010-2011	4,416	26,739	17%	~
2011-2012	5,708	27,847	20%	29%
2012-2013	6,464	28,870	22%	13%
2013-2014	6,952	29,931	23%	8%
2014-2015	6,718	30,317	22%	-3%

*Total Permits Sold for academic years prior to 2014-2015 is the sum of annual and term permits sold, minus any permits returned as of the utilization count. For academic year 2014-2015, this value is the sum of annual and monthly permits sold for all zones, minus any permits returned as of the date of the utilization count.

**Percent Change is the change in total permits sold compared to the previous year's total permit sales.

^Total Campus Population as calculated in Table 7

Figure 1: OSU Population with Parking Permits – Fall 2010 to Fall 2014



Parking Capacity

Methodology Refinement

Three years ago, Oregon State University refined the parking capacity and utilization data collection and reporting methodology. The adjustment in methodology resulted in utilization studies that more closely reflected the experience of students, staff, and visitors using OSU's parking facilities. The change in methodology also established a basis for future analysis of individual space types. Under the new methodology, data is collected on all parking space types in all active parking facilities on campus. Parking utilization calculations and reporting, however, include only General Use space types located in Active, OSU General Use parking facilities because these are the facilities available to students, staff, and visitors commuting to and parking on campus. The 2014-2015 study is the fourth report using this methodology.

Although the change in reporting methodology has allowed for a more accurate assessment of parking utilization on campus, the shift to reporting only General Use spaces in OSU General Use lots limits a direct comparison of the total parking capacity over the past five years. Studies conducted prior to academic year 2011-2012 included spaces in Non-Public lots and city-managed parking along city-owned streets within the campus boundary. University Support parking spaces also were included. The inclusion of these parking facilities inflated the total capacity of parking facilities on campus by 618 spaces (454 in non-public lots and city-owned streets and 164 Service spaces) in utilization studies completed prior to the 2011-2012 academic year. Because the parking utilization study pertains only to OSU-managed parking facilities available to the general public, Non-Public parking and free parking on city-owned streets were not included in the *OSU Parking Utilization Study: 2011-2012* or subsequent studies. *Table 10a: Parking Lot Capacity for OSU General Use Lots* includes a column for the adjusted total capacity of OSU parking facilities to correct for the inflation of parking capacity in academic years prior to 2011-2012. Totals in this column for academic years prior to 2011-2012 reflect the total parking capacity reduced by 618 spaces. It is important to note that this adjustment is not a true loss in capacity, as the inclusion of Non-Public lots and spaces inflated the total capacity reported in these years.

OSU's shift to the new zonal parking system this academic year (2014-2015) further complicates year-to-year comparisons of total parking capacity. In years past, students living on campus in student housing facilities other than Orchard Court, the OSU Co-Ops, and the GEM were required to purchase regular Student permits to park their vehicles on campus. Resident students with Student parking permits were not distinguished from Student parking permit holders who were commuting and parking daily. The implementation of the zonal parking system created a Residence Hall permit type and a Residence Hall lot type designated specifically for on-campus resident parking; 993 OSU General Use Student/Visitor and Faculty/Staff spaces were reclassified to Residence Hall parking spaces. Because these spaces are not available to students, faculty, staff, and visitors commuting to and parking on campus daily, they are not considered OSU General Use spaces for the 2014-2015 parking utilization study. Residence Hall space types were not included in the overall parking utilization calculation. Resident parking, however, remains an important component of OSU's parking management strategy, so utilization of Residence Hall parking lots has been calculated independently from the OSU General Use parking utilization calculation. Additionally, this report shows calculations for campus-wide parking capacity and utilization rates both with and without Residence Hall spaces included.

Parking Capacity

When calculated separately, OSU General Use parking capacity on campus decreased by eighteen percent (18%) or 1,232 spaces compared to last year. This reduction, however, was primarily due to the reclassification of 993 spaces from OSU General Use spaces (Student, Staff, Visitor spaces) to Residence Hall spaces (*Table 10a: Parking Lot Capacity for OSU General Use Lots; Table 10b: Parking Lot Capacity for OSU General Use Lots: Other Category*). Residence Hall spaces are not included in the parking utilization calculation because they are not available to daily commuters to campus, but resident parking remains an important element of OSU's overall parking management strategy, providing parking to campus residents. In previous years, the majority of campus residents purchased Student parking permits and parked in OSU General Use spaces. With the implementation of the zonal parking system beginning Fall Term 2014, residents wishing to park on campus are required to purchase a Residence Hall parking permit for one of the identified Residence Hall parking zones (*Attachment E – Zonal Parking Overview*). When the change in parking capacity is calculated including the 993 new Residence Hall spaces, parking capacity decreased only three percent (3%) over the last year from 6,991 spaces to 6,752 spaces (this does not include 88 Orchard Court spaces that were Non-Public spaces last year because as Non-Public spaces they were not included in last year's capacity calculation).

Table 10a: Parking Capacity for OSU General Use Lots

Academic Year	Commuter		ADA			Other*	Total General Use Spaces	Adjusted General Use Spaces^	New Residence Hall Spaces	Existing Residence Hall Spaces**	Total General Use & Residence Hall Spaces
	Staff	*Student*	*ADA*	*Van*	*Wheelchair*						
2010 - 2011	4,273	1,864	258			1,230	7,625	7,007	n/a	n/a	n/a
2011 - 2012^^	4,277	1,837	218	80	1	821	7,234	7,234	n/a	n/a	n/a
2012 - 2013	4,268	1,825	211	76	6	934	7,320	7,320	n/a	n/a	n/a
2013 - 2014	3,961	1,975	222	74	7	752	6,991	6,991	n/a	n/a	n/a
2014 - 2015^^^	4,783 †		201	73	8	694	5,759	5,759	993	88	6,840

Note: ADA and Other counts were aggregated for academic years through 2010 - 2011

*Prior to the 2011-2012 count, this category included "university support" spaces which are not open to the general public. See Table 10b for a breakdown of space types in this category.

**Prior to the 2014-2015 report and the creation of the Residence Hall space type, 88 spaces at Orchard Court were considered Non-Public, and not included in the Parking Utilization Study.

^Adjusted General Use Spaces reflects the corrected capacity of OSU General Use Lots; 454 spaces in Non-OSU and Non-Public lots and 164 Service spaces were removed from the OSU General Use capacity as part of the methodology refinement completed as part of the *OSU Parking Utilization Study 2011-2012* .

^^ The *OSU Parking Utilization Study 2011-2012* was conducted during Spring Term 2012.

^^^ Space types were reclassified in 2014-2015 academic year as part of the zonal parking system.

† Student and Staff space types were combined into a single "Commuter" space type as part of the zonal parking system implementation for academic year 2014-2015.

Table 10b: Parking Capacity for OSU General Use Lots: Other Category

Academic Year	*Reserved*	*Visitor*	*Metered*	*Free*	*Service*	*OAAEO '*	*Carpool "*	*EV '*	*Short Term "*	**Total Other Spaces**
2010 - 2011					1,230					1,230
2011 - 2012	118	35	190	478	n/a	n/a	n/a	n/a	n/a	821
2012 - 2013	123	39	191	581	n/a	n/a	n/a	n/a	n/a	934
2013 - 2014	141	51	196	364	n/a	n/a	n/a	n/a	n/a	752
2014 - 2015	123	23	238	35	n/a	16	8	25	226	694

' New space type classification for academic year 2014-2015. Previously included in the Reserved category.

" New space type classification for academic year 2014-2015. Previously included in the Staff/Student category.

The remaining reduction in parking capacity is primarily due to the reconfiguration of existing lots and the construction of new student facilities. Between October 2013 and October 2014, construction in portions of the Reser Stadium Lot (3281) and the Park Terrace Street East Lot (3233) reduced the parking capacity of these lots. The reconfiguration and restriping of parking in the W Jefferson Way Lot (3302), Adams Ave Lot (3217), and the S Benton Place Lot (3268) also resulted in minor reductions to parking capacity. Temporary construction closures and new ADA parking facilities have further contributed to a reduction in parking capacity this past year. The conversion of regular parking spaces to ADA spaces typically results in a net loss in total number of spaces within a lot due to the additional space required for the access aisle. Facilities temporarily closed due to construction will return to the parking capacity inventory when reopened.

Over the last five years, parking capacity has decreased only slightly from 7,007 spaces for academic year 2010-2011 to 6,752 spaces for academic year 2014-2015, when General Use and new Residence Hall parking capacities are considered together. *Table 10a: Parking Lot Capacity for OSU General Use Lots* provides the parking capacity per type by academic year, including the adjusted capacity for academic years prior to 2011-2012 and Residence Hall capacity for the 2014-2015 academic year. When adjusted to accurately reflect the number of General Use and Residence Hall spaces, a comparison of the current parking capacity with that of the previous five years reveals a decrease of 255 parking spaces or a four percent (4%) decrease in General Use and Residence Hall parking spaces since 2010.

Figure 2: OSU General Use & Residence Hall Parking Capacity – Fall 2010 to Fall 2014

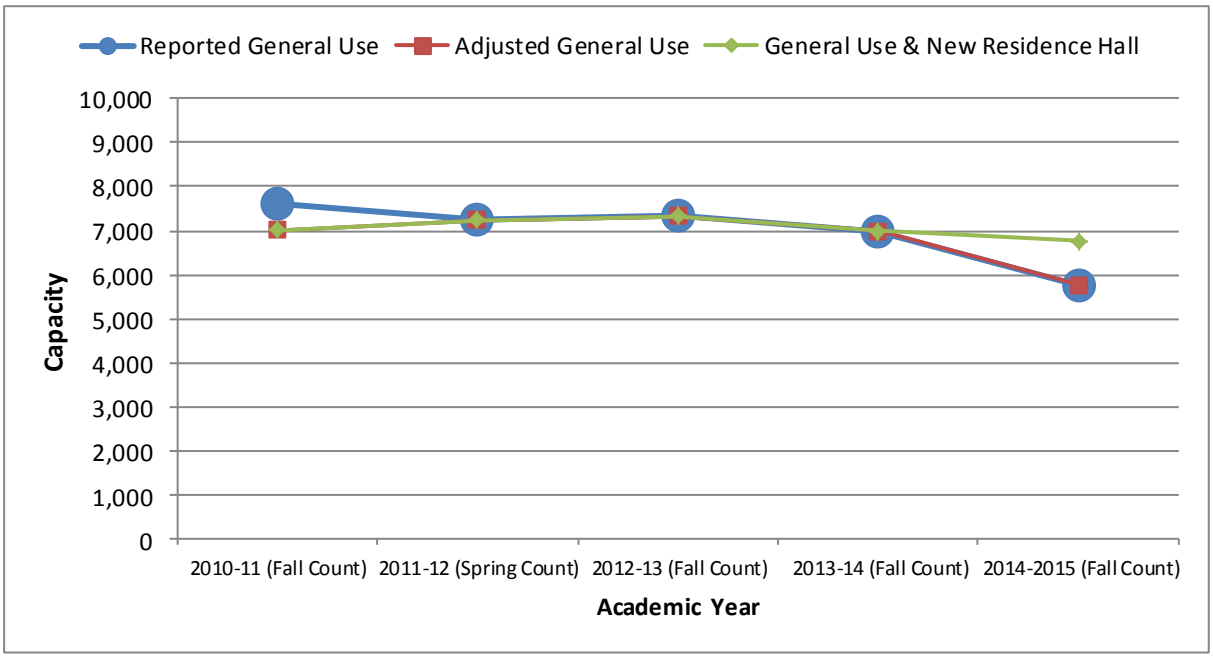


Figure 2: OSU General Use & Residence Hall Parking Capacity – Fall 2010 to Fall 2014 illustrates the overall trend in total parking capacity over the past five years. Annual reported capacities are shown in blue and the adjusted capacities are shown in red. The adjusted capacity accounts for the 618 city-managed, non-public, and service spaces included in the study prior to the 2011-2012 academic year. Adjusted OSU General Use capacity with Residence Hall capacity included is shown in green. The reduction in total capacity over the past five years is not as significant when adjustments are made to account for the 618 non-OSU and non-public spaces that were included in the first year (2010-2011) of

capacity counts and for the 993 spaces that were converted from OSU General Use spaces to Residence Hall spaces in the 2014-2015 academic year.

Prior to the 2011-2012 academic year, motorcycle areas were not included in parking utilization studies. OSU started tracking motorcycle areas in the 2011-2012 academic year because these facilities provide parking for students and staff, but motorcycle parking is tracked separately from other parking types. Because multiple motorcycles can park in one area or parking stall/space, it is difficult to accurately track motorcycle parking capacity and utilization, as it can vary greatly depending on how users park their vehicles. For this reason, motorcycle parking is not included in the annual campus parking utilization calculation.

Table 11: Motorcycle Areas

Academic Year	Motorcycle Areas
2010 - 2011	~
2011 - 2012*	47
2012 - 2013	72.5
2013 - 2014	73
2014- 2015	76

~Motorcycle areas previously not surveyed

*Count conducted in Spring Term

Since the 2011-2012 academic year, there has been an increase in the number of Motorcycle Areas on campus. The increase is due to the both the addition of new motorcycle facilities and the restriping of large, single areas into multiple, smaller areas or spaces. Refer to *Table 11: OSU Motorcycle Areas* for the number of motorcycle areas in OSU General Use lots.

Parking Utilization

Campus Utilization

Parking utilization is calculated as the ratio of occupied spaces to the total number of OSU General Use spaces in Active, General Use parking facilities[1]. OSU's parking utilization rate for Fall Term 2014 was seventy-three percent (73%) during the peak hours between 10 am and 2 pm (*Table 12a and 12b: OSU Parking Utilization*). This is a slight decrease from the seventy-five percent (75%) utilization rate from the previous year. Because utilization is calculated as the ratio of occupied spaces to the total number of OSU General Use spaces in Active, General Use facilities, utilization rates can be influenced by either a change in capacity or a change in the number of vehicles parked on campus. Over the past year, there has not been a great change in the overall campus parking capacity or number of occupied spaces.

The creation of the Residence Hall space type and the Residence Hall lot type as part of the zonal parking system implemented this academic year has had the greatest influence on the overall utilization rate. When Residence Hall parking capacity (1,081 Residence Hall spaces) and occupied Residence Hall spaces (867.5 Residence Hall spaces) are included in the overall parking utilization calculation, the campus-wide utilization rate is seventy-four percent (74%). The overall utilization rate of Residence Hall parking facilities is eighty percent (80%) (*Table 13: Residence Hall Parking Utilization*).

[1] The parking utilization is calculated for the twelve (12) General Use space types in Active, OSU General Use Lots not including Motorcycle spaces. It also does not include the seven (7) University Support space types in the OSU General Use lots or any of the spaces in the Non-OSU, Non-Public, Residence Hall or Temporarily Closed lots.

Table 12a: OSU Parking Utilization

Sector	2010-2011			2011-2012			2012-2013		
	Total Spaces	*Occupied Spaces*	*Percent Utilization*	*Total Spaces*	*Occupied Spaces*	*Percent Utilization*	*Total Spaces*	*Occupied Spaces*	*Percent Utilization*
A	130	116	89%	195	124	63%	207	141	68%
B	950	801	84%	884	697	79%	898	708	79%
C	2,293	2,090	91%	1,839	1,648	90%	1,853	1,652	89%
D	1,217	1,075	88%	1,268	1,034	82%	1,278	1,079	84%
E	226	159	70%	173	145	84%	167	127	76%
F	1,397	500	36%	1,353	317	23%	1,335	361	27%
G	1,366	912	67%	1,337	873	65%	1,292	796	62%
H	46	10	22%	185	97	52%	290	131	45%
Total OSU General Use	7,625	5,663	74%	7,234	4,931	68%	7,320	4,994	68%

Table 12b: OSU Parking Utilization

Sector	2013-2014			2014-2015		
	Total Spaces	*Occupied Spaces*	*Percent Utilization*	*Total Spaces*	*Occupied Spaces*	*Percent Utilization*
A	216	115	53%	209	142.5	68%
B	800	700	88%	668	524.5	79%
C	1,655	1,488	90%	1587	1008	64%
D	1,005	902	90%	896	598	67%
E	169	142	84%	163	135.5	83%
F	1,342	482	36%	1206	982	81%
G	1,329	1,106	83%	984	752	76%
H	475	294	62%	46	45	98%
Total OSU General Use	6,991	5,226	75%	5,759	4,188	73%
Residence Hall Spaces				1,081	867.5	
Total OSU General Use and Residence Hall				6,840	5,055	74%

Table 13: Residence Hall Parking Utilization

Lot Number	*Lot Description*	*Sector*	*Total Resident Spaces*	*Occupied Spaces*	*Utilization*
3322	ORCHARD CT. LOT	B	88	70.5	80.1%
3332	CROP SCIENCE BUILDING WEST LOT	B	214	180	84.1%
3204	ADAMS AVE NORTH LOT	D	22	22	100.0%
3205	ADAMS AVE NORTHEAST LOT	D	77	77	100.0%
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	90	45	50.0%
3270	BLOSS HALL SOUTH LOT	G	59	58.5	99.2%
3280	MAY WAY LOT	G	116	116	100.0%
0205_PFL5	PARKING GARAGE (5TH FLOOR)	G	178	87.5	49.2%
3286	SPORTS COMPLEX WEST LOT	H	237	211	89.0%
		Total	1,081	867.5	80.2%

As *Tables 12a and 12b: OSU Parking Utilization* illustrate, the total campus parking utilization has varied between sixty-eight percent and seventy-five percent (68% -75%) over the past five years. The utilization rate for 2014-2015 academic year is consistent with this trend, whether calculated without

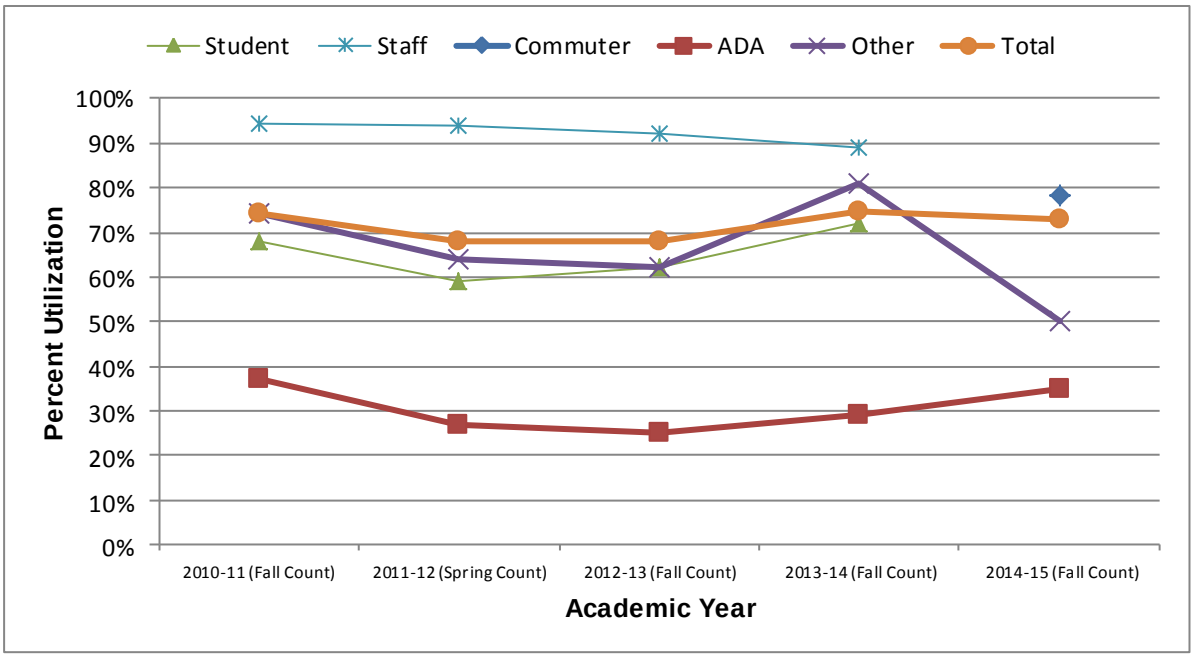
Residence Hall parking (73% utilization rate) or with Residence Hall parking (74% utilization rate). The small change in parking capacity and utilization rates from the 2013-2014 to the 2014-2015 academic years appears to indicate that as of October 2014, the zonal parking system had not greatly influenced the overall utilization rate.

It appears the zonal parking system has influenced where people park on campus. As *Attachment B: Parking Lot Utilization Map* illustrates, the utilization of OSU General Use parking facilities varies from zero percent (0%) to one hundred percent (100%). In previous years, parking areas near the campus core typically had higher utilization rates, while parking lots in sectors more distant from the campus core had lower utilization rates. During the 2013-2014 academic year, Sectors C and D had the highest utilization with utilization rates of ninety percent (90%). In this academic year, Sectors C and D had the lowest utilization rates with utilization rates of sixty-four percent (64%) and sixty-seven percent (67%) respectfully. Sector H had the highest utilization rate (98%), followed by Sector E (83%) and Sector F (81%) – all more distant from the campus core.

Parking Utilization by Type

Changes in parking space type categories implemented as part of the zonal parking system limit the ability to compare utilization by parking space type from this year to previous years. The greatest change is the conversion of Staff and Student parking space types to the single Commuter parking space type. This is reflected in *Figure 3: Percent Utilization of Parking Space Type – Fall 2010 to Fall 2014*, which shows only a single Commuter parking data point, the 2014-2015 count. Meanwhile, data points for the Student and Staff space types end after the 2013-2014 academic year. In general, the Other category primarily includes the same parking space types as previous years (Reserved, Metered, Visitor, Free) with the addition of Carpool, OAAEO, Electric Vehicle, and Short Term space types, which represent a fairly small portion of overall parking capacity. ADA parking space types remain the same and can be compared year-to-year.

Figure 3: Percent Utilization of Parking by Space Type – Fall 2010 to Fall 2014



Prior to this year, the percent utilization of the different types of parking spaces had been fairly consistent over the previous four years, as illustrated in *Figure 3: Percent Utilization of Parking by Space Type – Fall 2010 to Fall 2014*. Greater annual swings in the percent utilization of ADA and Other spaces are expected given the relatively small number of ADA and Other spaces as compared to Commuter (previously Student and Staff) spaces.

OSU collects data on motorcycle area capacity and utilization (*Table 14: Utilization of Motorcycle Areas*) independent from other OSU General Use space types. Motorcycle areas have been included in parking utilization studies since academic year 2011-2012. Because more than one motorcycle can park within a single delineated area, motorcycle areas are assessed and reported separately from General Use space types. Motorcycle areas with at least one motorcycle were counted as utilized. Generally, the number of occupied motorcycle areas has remained consistent over the last four years. It is difficult to draw conclusions about the intensity of use or trends in utilization, however, because motorcycle areas vary in size and their capacities can vary depending on how users park in the areas.

Table 14: Utilization of Motorcycle Areas

	2011 - 2012*			2012 - 2013			2013 - 2014			2014-2015		
Sector	***Capacity (Areas)***	***Occupied Areas***	***Percent Utilization***	***Capacity (Areas)***	***Occupied Areas***	***Percent Utilization***	***Capacity (Areas)***	***Occupied Areas***	***Percent Utilization***	***Capacity (Areas)***	***Occupied Areas***	***Percent Utilization***
A	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
B	8.0	3.5	44%	7.0	4.0	57%	6.0	4.5	75%	7.0	4.5	64%
C	23.0	13.0	57%	48.5	24.5	51%	47.0	23.0	49%	53.0	24.5	46%
D	9.0	2.5	28%	8.0	5.0	63%	7.0	3.5	50%	4.0	1.0	25%
E	3.0	0.5	17%	3.0	1.0	33%	3.0	2.0	67%	3.0	1.5	50%
F	1.0	1.0	100%	1.0	0.0	0%	1.0	0.0	0%	1.0	0.0	0%
G	5.0	2.5	50%	5.0	2.0	40%	5.0	2.0	40%	8.0	1.5	19%
H	0.0	0.0	n/a	0.0	0.0	n/a	4.0	0.0	0%	0.0	0.0	n/a
Total	49	23	47%	72.5	36.5	50%	73	35	48%	76	33	43%

*Utilization survey conducted during Spring Term

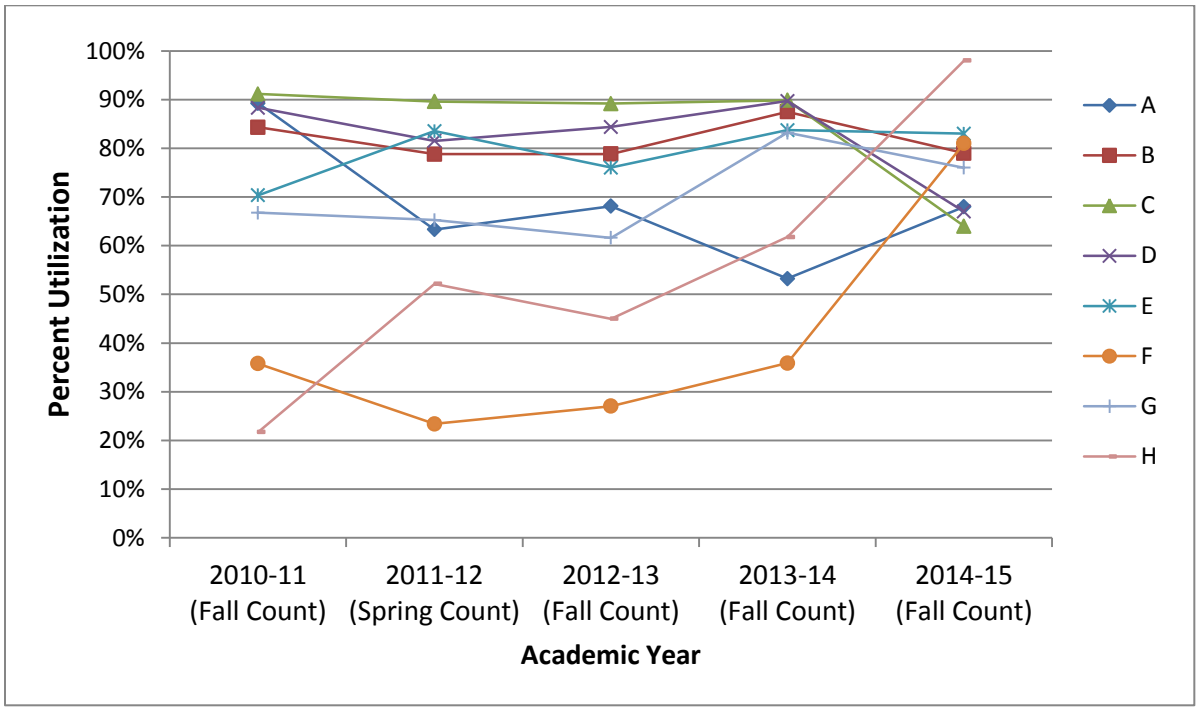
Parking Utilization by Sector

The *OSU Campus Master Plan 2004-2015* divides main campus into nine sectors, and there are parking facilities in all sectors.[2] Prior to the 2014-2015 academic year, utilization rates in Sectors B, C, E and F remained fairly consistent (*Figure 4: Sector Parking Utilization – Fall 2009 to Fall 2013*). The implementation of the zonal parking system beginning this fall, however, appears to have created changes in preferred parking locations, which can be seen in sector utilization rates. Utilization rates in Sectors B and E have remained consistent over the past five years. Sectors C and D experienced noticeable declines in utilization rates, but Sectors F and H had significant utilization increases. Sectors A and G have not remained consistent over the years, but they also have not seen great increases or decreases over the years; rather these sectors have seen modest fluctuations from year to year.

[2] For more information, please refer to Chapter 4 - Campus Development of the *OSU Campus Master Plan (2004-2015).*

Attachment C: Sector Utilization Map illustrates both individual parking lot utilizations and the sector utilization. On a sector by sector basis, Sectors E and H had the highest utilization, while Sectors C and D had the lowest utilization.

Figure 4: Sector Parking Utilization – Fall 2009 to Fall 2013



Parking Structure Utilization

Since academic year 2011-2012, OSU has collected parking utilization data for the parking structure by floor, with the parking on ramps between floors being included with the lower floor's counts (*Table 15: Parking Garage General Use Spaces and Motorcycle Areas by Floor*). The five-story structure is located in the northwest corner of Sector G in close proximity to the OSU Beaver Store, Reser Stadium, Gill Coliseum, Dixon Recreation Center, CH2M Hill Alumni Center, and the LaSells Stewart Center. The parking garage primarily provides Commuter parking, but there are also ADA, Carpool, Metered, Reserved, and Residence Hall parking spaces within the facility. The parking garage provides daily parking for students, employees, OSU Beaver Store patrons, event parking, and resident parking.

Table 15: Parking Garage General Use Spaces and Motorcycle Areas by Floor

Number	*Floor*	General Use												Total	Motorcycle (areas)
		Commuter	*ADA*	*Van*	*Wheelchair*	*Reserved*	*Visitor*	*Metered*	*Free*	*OAAEO*	*Carpool*	*EV*	*Short Term*		
0205	First	93	16	5	0	1	0	0	0	0	1	6	0	122	2
	Second	231	0	0	0	0	0	0	0	0	0	0	0	231	2
	Third	114	0	0	0	8	0	110	0	0	0	0	0	232	1
	Fourth	221	0	0	0	0	0	0	0	0	0	0	0	221	1
	Fifth*	0	0	0	0	0	0	0	0	0	0	0	0	n/a	n/a
	Total	659	16	5	0	9	0	110	0	0	1	6	0	806	6

* For the 2014-2015 academic year, the fifth floor of the Parking Garage has been designated as OSU Residence Hall Parking, which is not a General Use space type, removing this area from the General Use reporting. Refer to Table 3 for the number of Residence Hall spaces in the parking garage.

Parking garage utilization rate declined from an eighty percent (80%) utilization rate for the 2013-2014 academic year to a seventy-four percent (74%) utilization rate for the 2014-2015 academic year. Previously, between the 2012-2013 academic year and the 2013-2014 academic year, the garage utilization rate jumped from fifty-two percent to eighty percent (52% - 80%).

A review of General Use parking utilization by parking garage floor provides a more nuanced picture of utilization changes *(Table 15: Parking Garage General Use Spaces and Motorcycle Areas by Floor; Table 16: Parking Garage Utilization of General Use Vehicle Spaces by Floor; Figure 5: Utilization of Parking Garage by Floor – Fall 2014*). On the first floor of the parking garage, all but one of the Commuter parking spaces were utilized, but the ADA parking was not heavily utilized at the time of the survey. Because all ADA parking provided by the parking structure is located on the first floor of the parking garage, there is a high percentage of ADA spaces on the first floor relative to Commuter spaces. ADA spaces, by design, typically have a lower utilization rate than other space types because they are intended to provide available parking to those needing accessibility accommodations. When the utilization rate for the floor is calculated, a lower utilization rate for the ADA spaces creates the appearance that the first floor is less utilized or less desirable to users than it had been in the past, but in reality, there remains high demand for general Commuter spaces on this floor. The utilization rate on the second floor has remained fairly consistent over the last four years, varying between ninety-six percent (96%) and one hundred percent (100%) utilized. On the third floor, the utilization rate was down from ninety percent (90%) last year to seventy-eight percent (78%) utilized this year. The utilization rate for the fourth floor dropped from seventy-eight percent (78%) to forty-two percent (42%), but it remained significantly higher than the utilization rates for the 2012-2013 and 2011-2012 academic years, which were eight percent (8%) and sixteen percent (16%) respectively. Finally, the fifth floor was not included in the OSU General Use parking utilization calculation because the entire floor was converted to Residence Hall parking with the implementation of the zonal parking system this academic year.

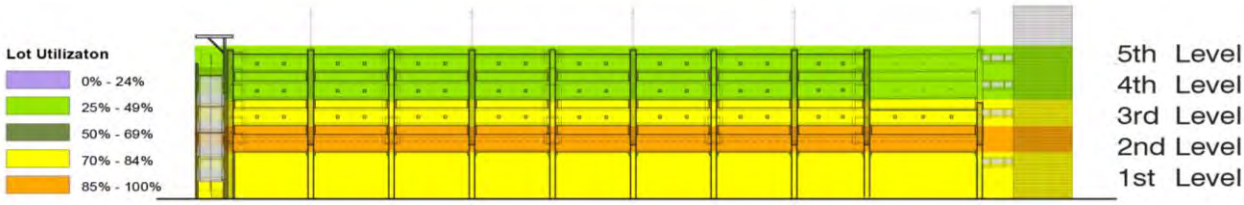
Table 16: Parking Garage Utilization of General Use Vehicle Spaces by Floor

Number	*Floor*	*General Use Spaces*	Occupied Spaces													*Percent Utilization*
			Commuter	*ADA*	*Van*	*Wheelchair*	*Reserved*	*Visitor*	*Metered*	*Free*	*OAAEO*	*Carpool*	*EV*	*Short Term*	*Total*	
0205	First	122.0	92.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	79%
	Second	231.0	226.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	226.0	98%
	Third	232.0	81.5	0.0	0.0	0.0	6.0	0.0	94.5	0.0	0.0	0.0	0.0	0.0	182.0	78%
	Fourth	221.0	92.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.0	42%
	Fifth*	0.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Total	806.0	491.5	4.0	0.0	0.0	6.0	0.0	94.5	0.0	0.0	0.0	0.0	0.0	596.0	74%

* For the 2014-2015 academic year, the fifth floor of the Parking Garage has been designated as OSU Residence Hall Parking, which is not a General Use space type, removing this area from the General Use reporting.

Residence Hall parking is not a parking space type that is included in the OSU General Use category because it does not provide daily parking to students, staff, and visitors commuting daily to campus. Because Residence Hall parking is an important part of parking management, however, it was tracked separately, and the 5th floor of the parking garage had a utilization rate of forty-nine percent (49%). This is a higher rate than previous years, but year-to-year comparisons may be misleading since the fifth floor previously provided OSU General Use parking.

Figure 5: Utilization of Parking Garage by Floor – Fall 2014



Future Management of Parking Facilities

OSU continues to focus on efficiently managing its parking system while simultaneously working to encourage the use of transportation modes other than the single occupancy vehicle. These efforts must be pursued concurrently and in partnership with OSU neighbors and city and regional transportation management efforts to reduce congestion and demand on parking and transportation facilities on and around campus, to reduce greenhouse gas emissions, and to efficiently and effectively use limited state and local funding.

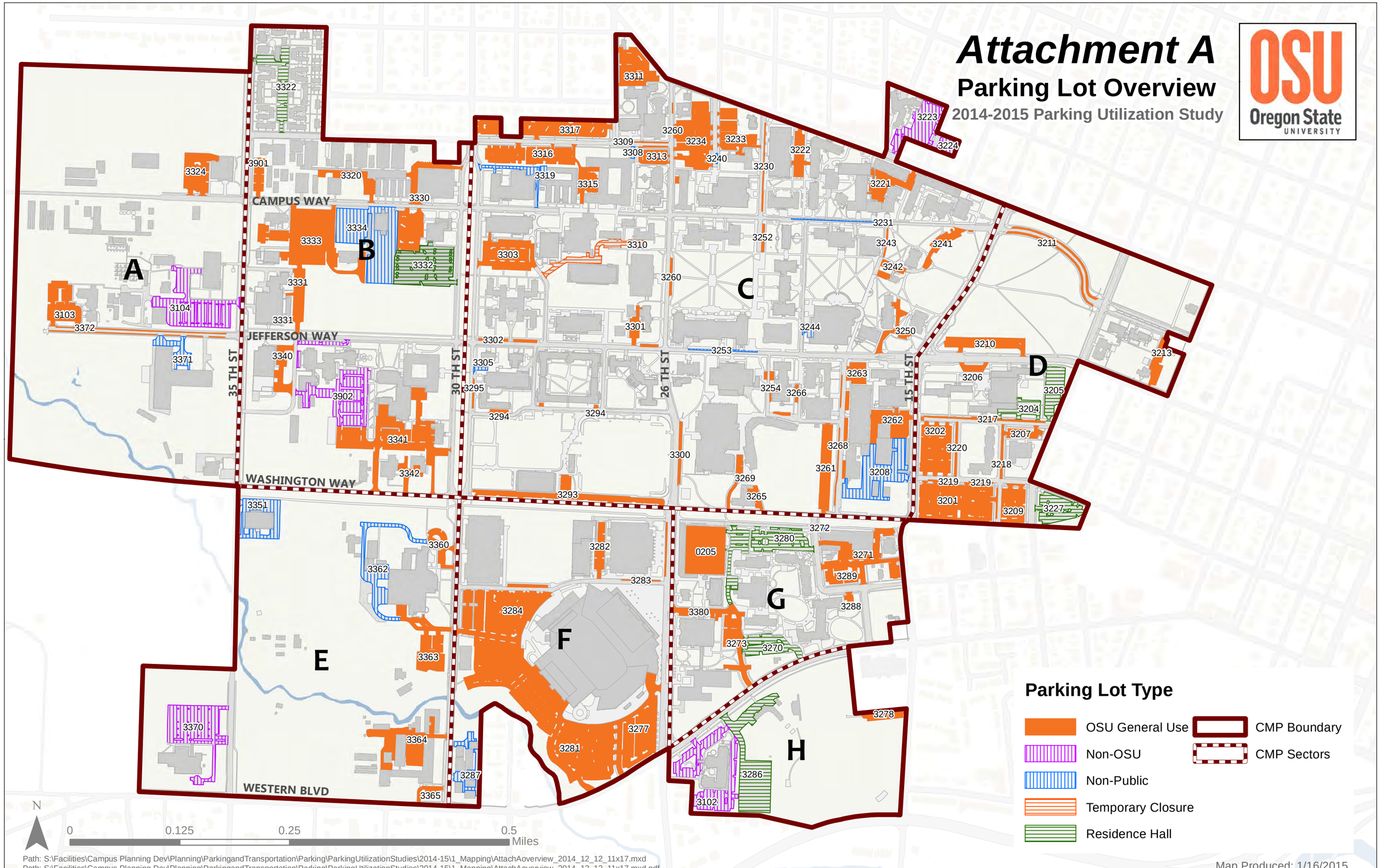
The 2014-2015 academic year is the first year in which OSU has implemented a zonal parking system. The zonal parking system is intended to better utilize existing campus parking facilities, help reduce campus-related parking impacts in surrounding neighborhoods, and reduce vehicle congestion and emissions in and around campus by increasing the probability that users will quickly find available parking in their desired location.

Since implementing the zonal parking system, OSU Parking Services continues to refine the management of the zonal parking system. Parking Services regularly monitors utilization rates and permit sales to inform appropriate management adjustments to the system. As a new system to which both users and management are adjusting, the zonal parking system is likely to require refinements in the coming years. Additionally, the development and implementation of the zonal parking system was planned to occur concurrently and in partnership with the roll-out of new neighborhood parking districts to be managed by the City of Corvallis. City-managed, neighborhood parking districts, however, failed to gain approval in a city referendum this November. This is an additional development that will likely drive refinements to the zonal parking system.

Attachment A

Parking Lot Overview

2014-2015 Parking Utilization Study



Parking Lot Type

- OSU General Use
- Non-OSU
- Non-Public
- Temporary Closure
- Residence Hall
- CMP Boundary
- CMP Sectors

Path: S:\Facilities\Campus Planning Dev\Planning\ParkingandTransportation\Parking\ParkingUtilizationStudies\2014-15\1_Mapping\AttachAoverview_2014_12_12_11x17.mxd
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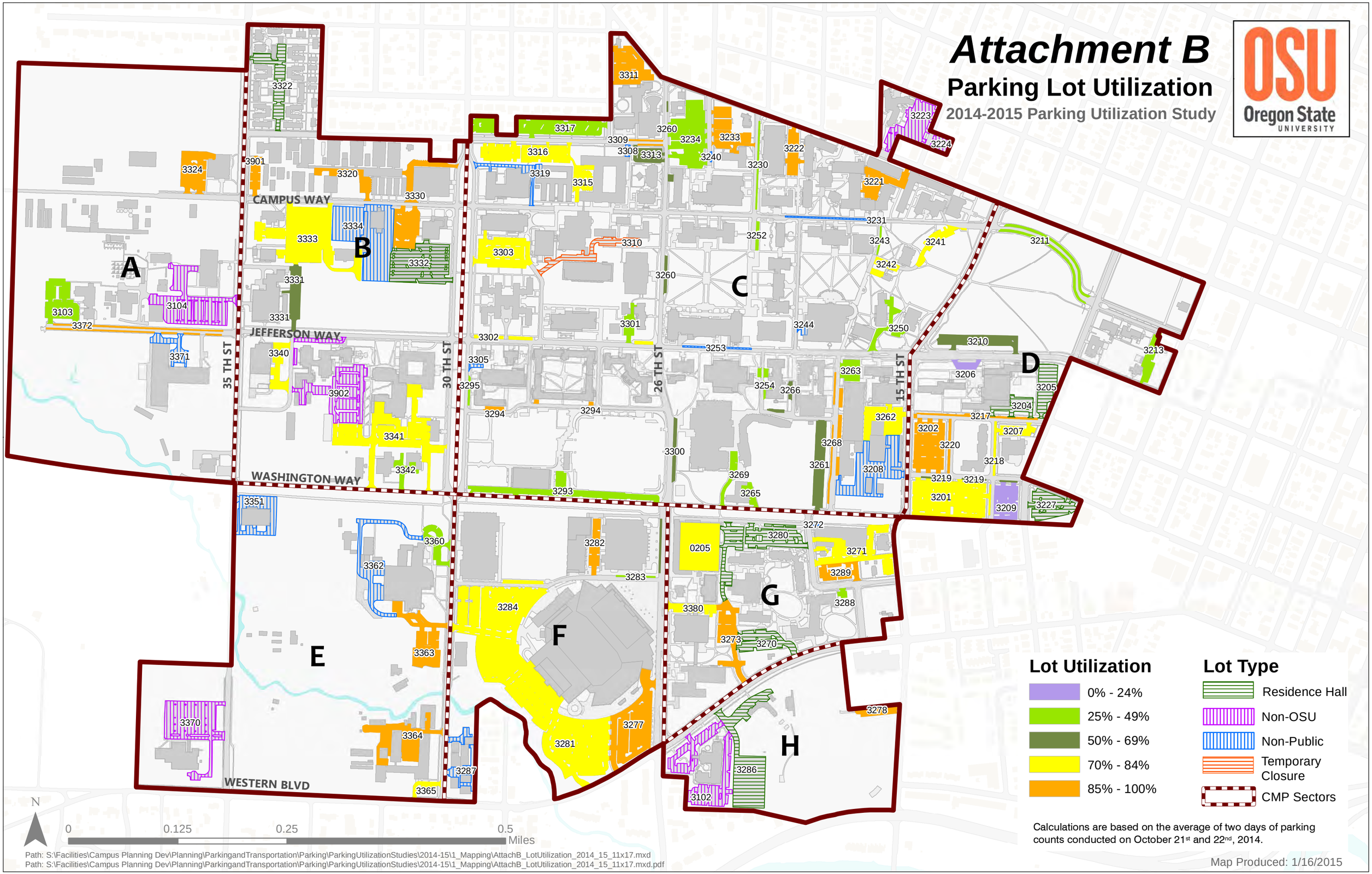
Map Produced: 1/16/2015

Attachment B

Parking Lot Utilization

2014-2015 Parking Utilization Study



Lot Utilization

- 0% - 24%
- 25% - 49%
- 50% - 69%
- 70% - 84%
- 85% - 100%

Lot Type

- Residence Hall
- Non-OSU
- Non-Public
- Temporary Closure
- CMP Sectors

N

0 0.125 0.25 0.5 Miles

Calculations are based on the average of two days of parking counts conducted on October 21st and 22nd, 2014.

Map Produced: 1/16/2015

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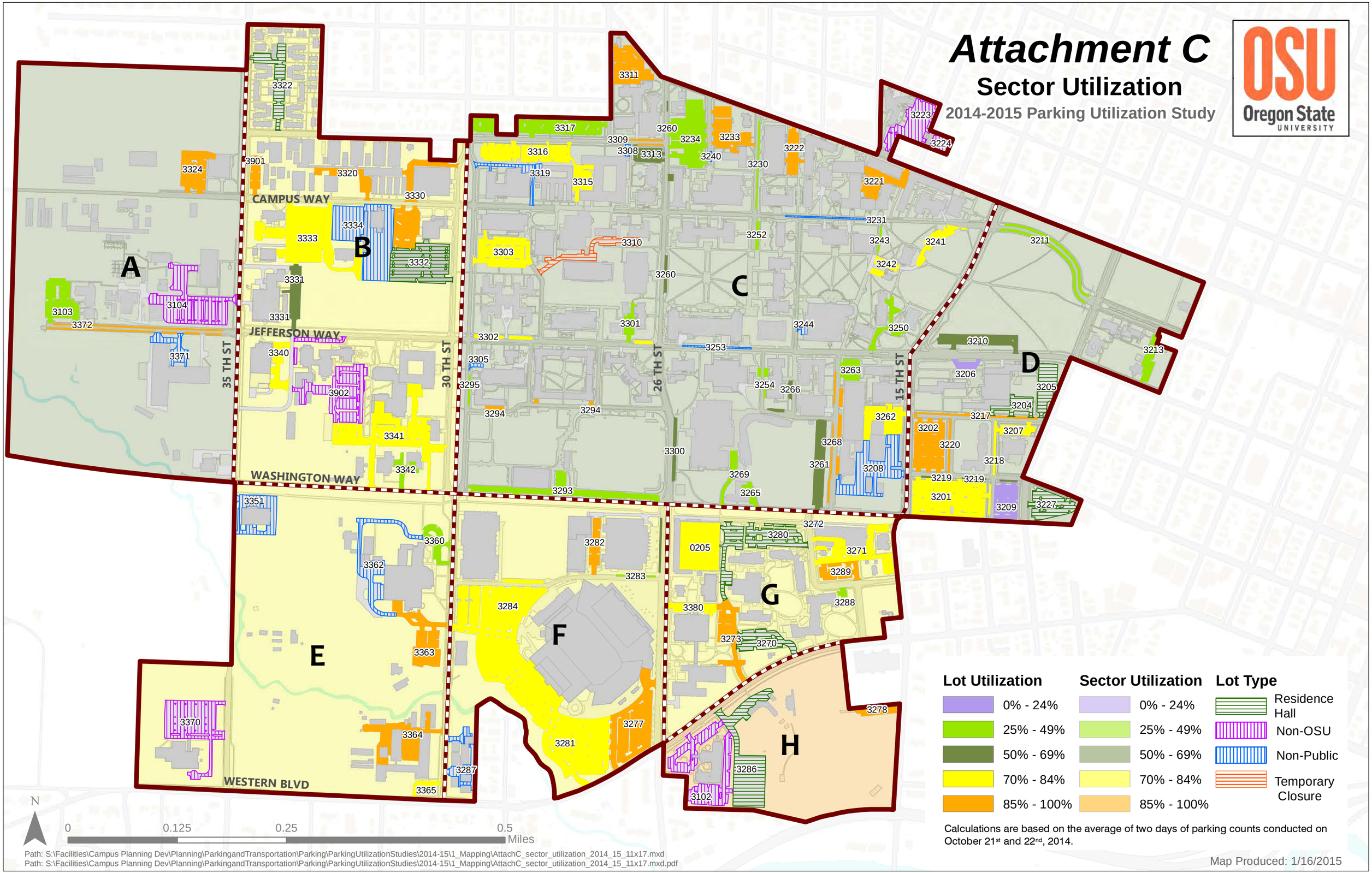
Attachment C

Sector Utilization

2014-2015 Parking Utilization Study



Lot Utilization

- 0% - 24%
- 25% - 49%
- 50% - 69%
- 70% - 84%
- 85% - 100%

Sector Utilization

- 0% - 24%
- 25% - 49%
- 50% - 69%
- 70% - 84%
- 85% - 100%

Lot Type

- Residence Hall
- Non-OSU
- Non-Public
- Temporary Closure

Calculations are based on the average of two days of parking counts conducted on October 21st and 22nd, 2014.

Map Produced: 1/16/2015

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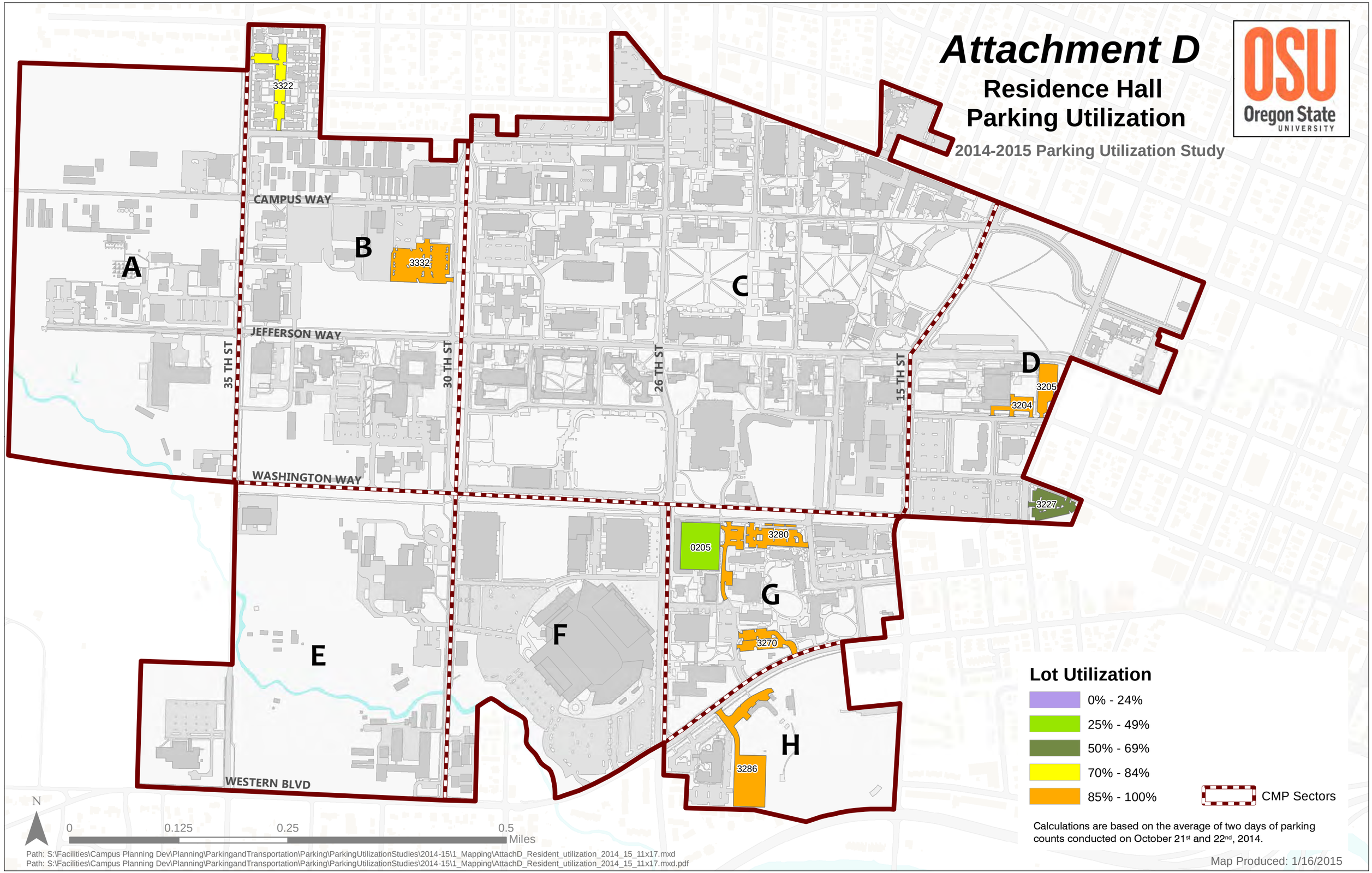
Attachment D

Residence Hall Parking Utilization

2014-2015 Parking Utilization Study



Calculations are based on the average of two days of parking counts conducted on October 21st and 22nd, 2014.

Map Produced: 1/16/2015

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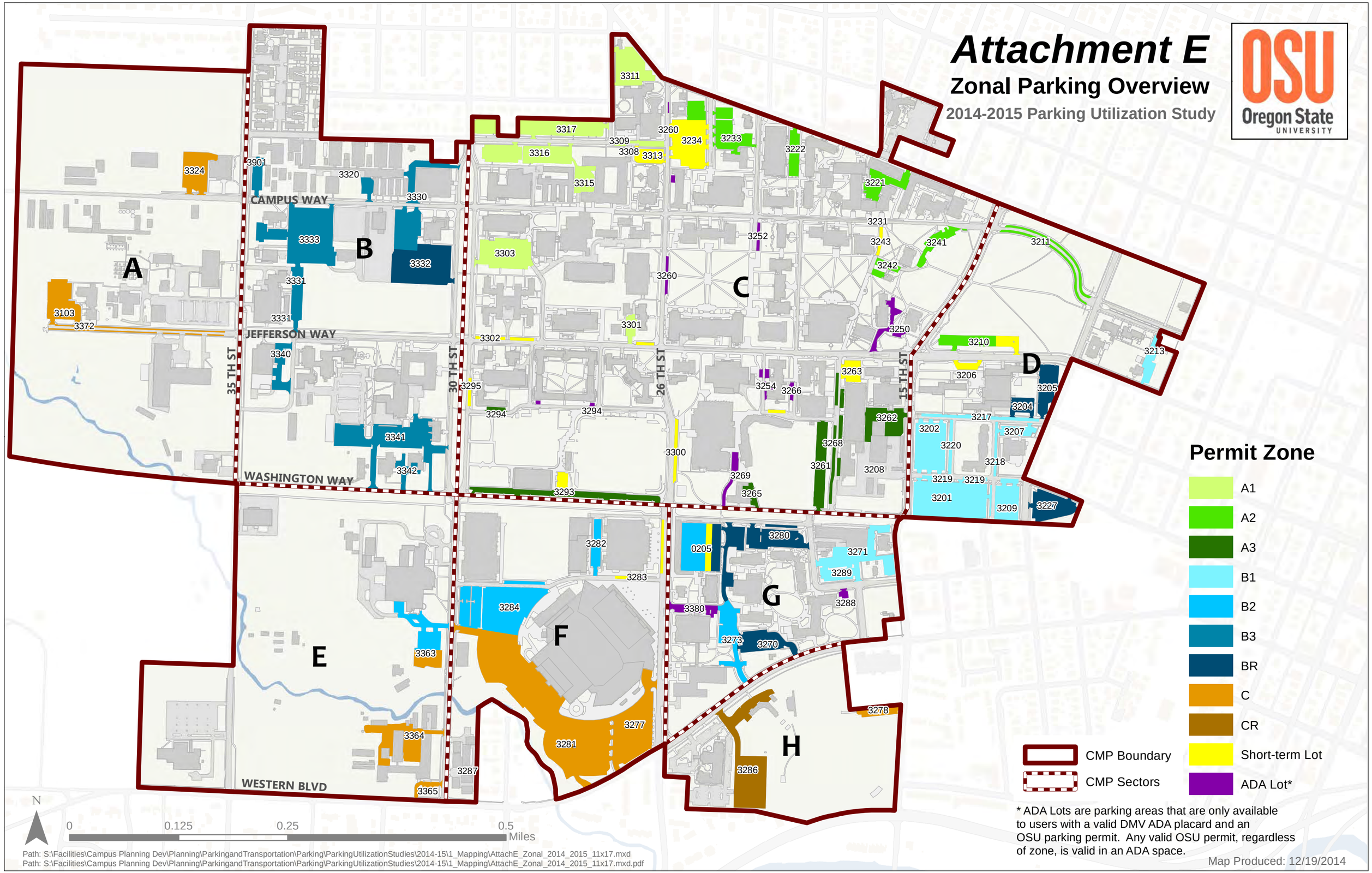
Attachment E

Zonal Parking Overview

2014-2015 Parking Utilization Study



* ADA Lots are parking areas that are only available to users with a valid DMV ADA placard and an OSU parking permit. Any valid OSU permit, regardless of zone, is valid in an ADA space.

Map Produced: 12/19/2014

Path: S:\Facilities\Campus Planning Dev\Planning\ParkingandTransportation\Parking\ParkingUtilizationStudies\2014-15\1_Mapping\AttachE_Zonal_2014_2015_11x17.mxd
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Attachment F - OSU Campus Parking Utilization Survey Details

Sector Two-Day Average for General Use Spaces in OSU General Use Parking Lots

Sector	Commuter			ADA			ADA Van			ADA Wheelchair			Carpool			Electric Vehicle (EV)			Free			Metered		
	Occupied Spaces	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*
A	142.5	205.0	70%	0.0	3.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
B	515.5	636.0	81%	4.0	14.0	29%	1.5	7.0	21%	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	1.0	0%
C	771.0	1,038.0	74%	62.5	105.0	60%	8.5	31.0	27%	1.5	7.0	21%	0.5	3.0	17%	0.5	6.0	8%	0.5	2.0	25%	39.0	108.0	36%
D	578.5	825.0	70%	0.0	8.0	0%	0.0	1.0	0%	0.0	0.0	n/a	1.0	1.0	100%	0.5	3.0	17%	0.0	0.0	n/a	2.0	11.0	18%
E	125.5	134.0	94%	0.0	1.0	0%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	2.0	3.0	67%	0.0	0.0	n/a	0.0	0.0	n/a
F	968.5	1,131.0	86%	6.0	44.0	14%	3.0	18.0	17%	0.0	1.0	0%	0.0	0.0	n/a	1.0	5.0	20%	0.0	0.0	n/a	2.0	4.0	50%
G	594.5	768.0	77%	10.0	26.0	38%	2.0	13.0	15%	0.0	0.0	n/a	1.0	2.0	50%	1.0	8.0	13%	33.0	33.0	100%	98.5	114.0	86%
H	45.0	46.0	98%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
Total	3,741.0	4,783.0	78%	82.5	201.0	41%	15.0	73.0	21%	1.5	8.0	19%	4.5	8.0	56%	5.0	25.0	20%	33.5	35.0	96%	141.5	238.0	59%

Survey Details for General Use Spaces in OSU General Use Parking Lots: October 22nd and 23rd

uPrkgID	Description	Sector	Date	Commuter			ADA			ADA Van			ADA Wheelchair			Carpool			Electric Vehicle (EV)			Free			Metered		
				Occupied Spaces	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*
3103	JEFFERSON STREET BUILDING WEST LOT	A	2014-10-21	34.0	89.0	38%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	35.0	89.0	39%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3324	OLDFIELD ANIMAL TEACHING FACILITY WEST LOT	A	2014-10-21	36.0	37.0	97%	0.0	1.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	37.0	37.0	100%	0.0	1.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3372	W JEFFERSON WAY - WEST OF 35TH ST	A	2014-10-21	72.0	79.0	91%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	71.0	79.0	90%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3320	WEST GREENHOUSE COMPLEX LOT	B	2014-10-21	12.0	13.0	92%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	13.0	13.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3322	ORCHARD CT LOT	B	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3330	WIEGAND HALL LOT	B	2014-10-21	26.0	26.0	100%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	26.0	26.0	100%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3331	RADIATION CENTER EAST LOT	B	2014-10-21	35.0	53.0	66%	0.0	1.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	37.0	53.0	70%	0.0	1.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3332	CROP SCIENCE BUILDING WEST LOT	B	2014-10-21	67.0	67.0	100%	2.0	3.0	67%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	1.0	0%
			2014-10-22	65.0	67.0	97%	2.0	3.0	67%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	1.0	0%
3333	NATIONAL FORAGE SEED CENTER EAST LOT	B	2014-10-21	178.0	245.0	73%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	198.0	245.0	81%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3340	ENERGY CENTER EAST LOT	B	2014-10-21	9.0	12.0	75%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	12.0	12.0	100%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3341	RICHARDSON HALL SOUTH LOT	B	2014-10-21	135.0	172.0	78%	2.0	5.0	40%	0.0	4.0	0%	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	146.0	172.0	85%	1.0	5.0	20%	1.0	4.0	25%	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3342	VET RESEARCH LAB SOUTH LOT	B	2014-10-21	6.0	15.0	40%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	7.0	15.0	47%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3901	CAMPUS WAY AND 35TH ST LOT	B	2014-10-21	29.0	33.0	88%	0.0	1.0	0%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	30.0	33.0	91%	0.0	1.0	0%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3221	MONROE AVE AND 16TH ST LOT	C	2014-10-21	38.0	38.0	100%	2.0	6.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	34.0	38.0	89%	5.0	6.0	83%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3222	WENIGER HALL EAST LOT	C	2014-10-21	39.0	39.0	100%	3.0	5.0	60%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	37.0	39.0	95%	5.0	5.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3230	N MEMORIAL PL	C	2014-10-21	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3233	PARK TERRACE ST EAST LOT	C	2014-10-21	61.0	61.0	100%	1.0	2.0	50%	0.0	1.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	58.0	61.0	95%	2.0	2.0	100%	1.0	1.0	100%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3234	PARK TERRACE ST WEST LOT	C	2014-10-21	20.0	27.0	74%	3.0	5.0	60%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	11.0	27.0	41%	5.0	5.0	100%	3.0	3.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3241	BENTON HALL EAST LOT	C	2014-10-21	28.0	28.0	100%	1.0	4.0	25%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	26.0	28.0	93%	2.0	4.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3242	BENTON HALL SOUTH LOT	C	2014-10-21	8.0	8.0	100%	6.0	7.0	86%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	8.0	8.0	100%	3.0	7.0	43%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3243	BENTON HALL WEST LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	2.0	4.0	50%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	4.0	25%
3250	FURMAN HALL WEST LOT	C	2014-10-21	0.0	0.0	n/a	1.0	3.0	33%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	3.0	67%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3252	MEMORIAL PLACE - CENTRAL CAMPUS	C	2014-10-21	0.0	0.0	n/a	3.0	4.0	75%	0.0	3.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	3.0	4.0	75%	0.0	3.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3254	LANGTON PL LOT	C	2014-10-21	0.0	0.0	n/a	2.0	5.0	40%	0.0	2.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	5.0	40%	0.0	2.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3260	N 26TH ST	C	2014-10-21	0.0	4.0	0%	3.0	4.0	75%	0.0	3.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	4.0	0%	4.0	4.0	100%	3.0	3.0	100%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3261	COLEMAN FIELD EAST LOT	C	2014-10-21	66.0	108.0	61%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	2.0	6.0	33%
			2014-10-22	56.0	108.0	52%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	2.0	6.0	33%
3262	KERR ADMINISTRATION SOUTH LOT	C	2014-10-21	36.0	43.0	84%	3.0	3.0	100%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	6.0	17%
			2014-10-22	43.0	43.0	100%	1.0	3.0	33%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	2.0	6.0	33%
3263	KERR ADMINISTRATION WEST LOT	C	2014-10-21	1.0	1.0	100%	6.0	7.0	86%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	7.0	22.0	32%
			2014-10-22	1.0	1.0	100%	3.0	7.0	43%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	5.0	22.0	23%
3265	NAVY ROTC ARMORY EAST LOT	C	2014-10-21	2.0	11.0	18%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	4.0	11.0	36%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3266	WALDO HALL SOUTH LOT	C	2014-10-21	2.0	3.0	67%	3.0	6.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	3.0	3.0	100%	4.0	6.0	67%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3268	S BENTON PL	C	2014-10-21	48.0	49.0	98%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	6.0	17%
			2014-10-22	48.0	49.0	98%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	6.0	0%
3269	DIXON RECREATION CENTER EAST LOT	C	2014-10-21	0.0	0.0	n/a	1.0	3.0	33%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	3.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3293	STUDENT LEGACY PARK SOUTH LOT	C	2014-10-21	41.0	91.0	45%	0.0	1.0	0%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	14.0	29%
			2014-10-22	37.0	91.0	41%	0.0	1.0	0%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	14.0	0%
3294	INTRAMURAL LOT	C	2014-10-21	10.0	11.0	91%	2.0	2.0	100%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	11.0	11.0	100%	2.0	2.0	100%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3295	S 30TH ST METER	C	2014-10-21	0.0	0.0	n/a	3.0	3.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	4.0	25%
			2014-10-22	0.0	0.0	n/a	0.0	3.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	4.0	25%
3300	S 26TH ST	C	2014-10-21	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	20.0	45.0	44%
			2014-10-22	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	28.0	45.0	62%
3301	FAIRBANKS HALL WEST LOT	C	2014-10-21	3.0	3.0	100%	4.0	8.0	50%	0.0	2.0	0%	0.0	0.0	n/a	0.0	1.0	0%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	2.0	3.0	67%	4.0	8.0	50%	0.0	2.0	0%	0.0	0.0	n/a	0.0	1.0	0%	0.0	3.0	0%	0.0	0.0	n/a	0.0	0.0	n/a

Attachment F - OSU Campus Parking Utilization Survey Details

Survey Details for General Use Spaces in OSU General Use Parking Lots: October 22nd and 23rd

uPrkgID	Description	Sector	Date	Commuter			ADA			ADA Van			ADA Wheelchair			Carpool			Electric Vehicle (EV)			Free			Metered		
				Occupied Spaces	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*
3302	W JEFFERSON WAY	C	2014-10-21	0.0	0.0	n/a	3.0	3.0	100%	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	3.0	3.0	100%	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3303	SACKETT HALL NORTH LOT	C	2014-10-21	87.0	91.0	96%	4.0	6.0	67%	0.0	3.0	0%	0.0	1.0	0%	0.0	1.0	0%	0.0	3.0	0%	0.0	0.0	n/a	1.0	1.0	100%
			2014-10-22	88.0	91.0	97%	3.0	6.0	50%	0.0	3.0	0%	0.0	1.0	0%	1.0	1.0	100%	0.0	3.0	0%	0.0	0.0	n/a	0.0	1.0	0%
3309	ORCHARD AVE	C	2014-10-21	14.0	14.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	14.0	14.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3311	N 27TH ST AND ARNOLD WAY LOT	C	2014-10-21	84.0	98.0	86%	1.0	2.0	50%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a
			2014-10-22	93.0	98.0	95%	2.0	2.0	100%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a
3313	BATES HALL NORTH LOT	C	2014-10-21	0.0	0.0	n/a	2.0	3.0	67%	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	3.0	67%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3315	CORDLEY HALL WEST LOT	C	2014-10-21	12.0	12.0	100%	5.0	6.0	83%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	12.0	12.0	100%	2.0	6.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3316	ORCHARD AVE SOUTH LOT	C	2014-10-21	95.0	126.0	75%	0.0	5.0	0%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	97.0	126.0	77%	2.0	5.0	40%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3317	ORCHARD AVE NORTH LOT	C	2014-10-21	80.0	171.0	47%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	84.0	171.0	49%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3201	WASHINGTON AVE SOUTHWEST LOT	D	2014-10-21	212.0	278.0	76%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	228.0	278.0	82%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3202	WASHINGTON AVE NORTHWEST LOT	D	2014-10-21	177.0	177.0	100%	0.0	5.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	177.0	177.0	100%	0.0	5.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3204	ADAMS AVE NORTH LOT	D	2014-10-21	0.0	0.0	n/a	1.0	1.0	100%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	1.0	100%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3205	ADAMS AVE NORTHEAST LOT	D	2014-10-21	0.0	0.0	n/a	0.0	5.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	5.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3206	MCNARY HALL NORTH METER LOT	D	2014-10-21	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	3.0	8.0	38%
			2014-10-22	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	8.0	0%
3207	ADAMS AVE SOUTH LOT	D	2014-10-21	24.0	25.0	96%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	25.0	25.0	100%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3209	WASHINGTON AVE SOUTHEAST LOT	D	2014-10-21	24.0	100.0	24%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	16.0	100.0	16%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3210	JEFFERSON WAY AND 14TH ST LOT	D	2014-10-21	33.0	40.0	83%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	3.0	0%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	28.0	40.0	70%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a
3211	E CAMPUS WAY	D	2014-10-21	43.0	108.0	40%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	45.0	108.0	42%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3213	MADISON AVE CO-OP LOT	D	2014-10-21	9.0	36.0	25%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	10.0	36.0	28%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3217	ADAMS AVE	D	2014-10-21	11.0	11.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	10.0	11.0	91%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3218	S 13TH ST	D	2014-10-21	19.0	23.0	83%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	19.0	23.0	83%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3219	WASHINGTON AVE	D	2014-10-21	5.0	5.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	3.0	0%
			2014-10-22	2.0	5.0	40%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	3.0	33%
3220	S 14TH ST	D	2014-10-21	18.0	22.0	82%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	22.0	22.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3360	MAGRUDER HALL NORTHEAST LOT	E	2014-10-21	0.0	0.0	n/a	0.0	1.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	1.0	0%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3363	MAGRUDER HALL SOUTH LOT	E	2014-10-21	73.0	80.0	91%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	77.0	80.0	96%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3364	OAK CREEK BUILDING NORTH LOT	E	2014-10-21	41.0	48.0	85%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	2.0	3.0	67%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	48.0	48.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	2.0	3.0	67%	0.0	0.0	n/a	0.0	0.0	n/a
3365	OAK CREEK BUILDING SOUTH LOT	E	2014-10-21	6.0	6.0	100%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	6.0	6.0	100%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3277	LASELLS STEWART CENTER WEST LOT	F	2014-10-21	156.0	158.0	99%	2.0	6.0	33%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	5.0	20%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	158.0	158.0	100%	1.0	6.0	17%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	5.0	20%	0.0	0.0	n/a	0.0	0.0	n/a
3281	RESER STADIUM LOT	F	2014-10-21	507.0	607.0	84%	0.0	23.0	0%	0.0	10.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	545.0	613.0	89%	0.0	23.0	0%	0.0	10.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3282	GILL COLISEUM WEST LOT	F	2014-10-21	36.0	36.0	100%	0.0	1.0	0%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	36.0	36.0	100%	0.0	1.0	0%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3283	RALPH MILLER LN	F	2014-10-21	0.0	0.0	n/a	0.0	4.0	0%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	4.0	0%
			2014-10-22	0.0	0.0	n/a	1.0	4.0	25%	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	4.0	100%
3284	VALLEY FOOTBALL CENTER LOT	F	2014-10-21	245.0	326.0	75%	5.0	10.0	50%	2.0	3.0	67%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	254.0	328.0	77%	3.0	10.0	30%	2.0	3.0	67%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3270	BLOSS HALL SOUTH LOT	G	2014-10-21	0.0	0.0	n/a	0.0	2.0	0%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	4.0	100%
			2014-10-22	0.0	0.0	n/a	0.0	2.0	0%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	4.0	100%
3271	CASCADE HALL SOUTH LOT	G	2014-10-21	46.0	50.0	92%	0.0	1.0	0%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	45.0	50.0	90%	0.0	1.0	0%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a
3273	BLOSS HALL WEST LOT	G	2014-10-21	47.0	48.0	98%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	47.0	48.0	98%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3280	MAY WAY LOT	G	2014-10-21	0.0	0.0	n/a	0.0	4.0	0%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	4.0	0%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3288	INTERNATIONAL LIVING LEARNING CENTER EAST LOT	G	2014-10-21	0.0	0.0	n/a	1.0	1.0	100%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	1.0	100%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3289	S 17TH ST AND A AVE LOT	G	2014-10-21	10.0	11.0	91%	1.0	1.0	100%	1.0	1.0	100%	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	33.0	33.0	100%	0.0	0.0	n/a
			2014-10-22	10.0	11.0	91%	1.0	1.0	100%	0.0	1.0	0%	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	33.0	33.0	100%	0.0	0.0	n/a
3380	ALUMNI CENTER NORTH LOT	G	2014-10-21	0.0	0.0	n/a	5.0	5.0	100%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	3.0	5.0	60%	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
0205_PFL1	PARKING GARAGE - First Floor and Ramp	G	2014-10-21	92.0	93.0	99%	4.0	16.0	25%	0.0	5.0	0%	0.0	0.0	n/a	0.0	1.0	0%	0.0	6.0	0%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	92.0	93.0	99%	4.0	16.0	25%	0.0	5.0	0%	0.0	0.0	n/a	0.0	1.0	0%	0.0	6.0	0%	0.0	0.0	n/a	0.0	0.0	n/a
0205_PFL2	PARKING GARAGE - Second Floor and Ramp	G	2014-10-21	227.0	231.0	98%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	226.0	231.0	98%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
0205_PFL3	PARKING GARAGE - Third Floor and Ramp	G	2014-10-21	78.0	114.0	68%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	101.0	110.0	92%
			2014-10-22	85.0	114.0	75%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	88.0	110.0	80%
0205_PFL4	PARKING GARAGE - Fourth Floor and Ramp	G	2014-10-21	16.0	221.0	7%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	168.0	221.0	76%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
0205_PFL5	PARKING GARAGE - Fifth Floor	G	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3278	SPORTS COMPLEX EAST LOT	H	2014-10-21	46.0	46.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	44.0	46.0	96%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
3286	SPORTS COMPLEX WEST LOT	H	2014-10-21	0.0	0.0	n/a	0.0	6.0	0%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	6.0	0%	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a

Attachment F - OSU Campus Parking Utilization Survey Details

Sector Two-Day Av

Sector	OAAEO			Reserved			Short Term			Visitor			Total General Use Spaces			Motorcycle Areas			Residence Hall		
	Occupied Spaces	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*
A	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	142.5	209.0	68%	0.0	0.0	n/a	0.0	0.0	n/a
B	0.0	0.0	n/a	1.0	6.0	17%	0.0	0.0	n/a	0.5	2.0	25%	524.5	668.0	79%	4.5	7.0	64%	250.5	302.0	83%
C	5.0	15.0	33%	43.0	81.0	53%	76.0	191.0	40%	0.0	0.0	n/a	1008.0	1587.0	64%	24.5	53.0	46%	0.0	0.0	n/a
D	0.0	0.0	n/a	9.0	15.0	60%	7.0	32.0	22%	0.0	0.0	n/a	598.0	896.0	67%	1.0	4.0	25%	144.0	189.0	76%
E	0.0	0.0	n/a	0.5	2.0	25%	0.0	0.0	n/a	7.5	21.0	36%	135.5	163.0	83%	1.5	3.0	50%	0.0	0.0	n/a
F	0.0	0.0	n/a	1.5	3.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	982.0	1206.0	81%	0.0	1.0	0%	0.0	0.0	n/a
G	0.0	1.0	0%	12.0	16.0	75%	0.0	3.0	0%	0.0	0.0	n/a	752.0	984.0	76%	1.5	8.0	19%	262.0	353.0	74%
H	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	45.0	46.0	98%	0.0	0.0	n/a	211.0	237.0	89%
Total	5.0	16.0	31%	67.0	123.0	54%	83.0	226.0	37%	8.0	23.0	35%	4,187.5	5,759.0	73%	33.0	76.0	43%	867.5	1,081.0	80%

Survey Details for General Use Spaces in OSU General Use Parking Lots: October 22nd and 23rd

uPrkgID	Description	Sector	Date	OAAEO			Reserved			Short Term			Visitor			Total General Use Spaces			Motorcycle Areas			Residence Hall		
				Occupied Spaces	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*
3103	JEFFERSON STREET BUILDING WEST LOT	A	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	34.0	91.0	37%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	35.0	91.0	38%	0.0	0.0	n/a	0.0	0.0	n/a
3324	OLDFIELD ANIMAL TEACHING FACILITY WEST LOT	A	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	36.0	39.0	92%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	37.0	39.0	95%	0.0	0.0	n/a	0.0	0.0	n/a
3372	W JEFFERSON WAY - WEST OF 35TH ST	A	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	72.0	79.0	91%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	71.0	79.0	90%	0.0	0.0	n/a	0.0	0.0	n/a
3320	WEST GREENHOUSE COMPLEX LOT	B	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	12.0	13.0	92%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	13.0	13.0	100%	0.0	0.0	n/a	0.0	0.0	n/a
3322	ORCHARD CT LOT	B	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	69.0	88.0	78%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	72.0	88.0	82%
3330	WIEGAND HALL LOT	B	2014-10-21	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	26.0	29.0	90%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	27.0	29.0	93%	1.0	1.0	100%	0.0	0.0	n/a
3331	RADIATION CENTER EAST LOT	B	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	35.0	55.0	64%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	37.0	55.0	67%	1.0	1.0	100%	0.0	0.0	n/a
3332	CROP SCIENCE BUILDING WEST LOT	B	2014-10-21	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	71.0	73.0	97%	1.0	1.0	100%	177.0	214.0	83%
			2014-10-22	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	68.0	73.0	93%	1.0	1.0	100%	183.0	214.0	86%
3333	NATIONAL FORAGE SEED CENTER EAST LOT	B	2014-10-21	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	1.0	2.0	50%	179.0	251.0	71%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	2.0	0%	198.0	251.0	79%	0.0	1.0	0%	0.0	0.0	n/a
3340	ENERGY CENTER EAST LOT	B	2014-10-21	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	9.0	15.0	60%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	13.0	15.0	87%	0.0	0.0	n/a	0.0	0.0	n/a
3341	RICHARDSON HALL SOUTH LOT	B	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	138.0	182.0	76%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	149.0	182.0	82%	0.0	0.0	n/a	0.0	0.0	n/a
3342	VET RESEARCH LAB SOUTH LOT	B	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	6.0	15.0	40%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	7.0	15.0	47%	0.0	0.0	n/a	0.0	0.0	n/a
3901	CAMPUS WAY AND 35TH ST LOT	B	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	30.0	35.0	86%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	31.0	35.0	89%	0.0	1.0	0%	0.0	0.0	n/a
3221	MONROE AVE AND 16TH ST LOT	C	2014-10-21	0.0	0.0	n/a	1.0	4.0	25%	0.0	0.0	n/a	0.0	0.0	n/a	41.0	48.0	85%	6.0	6.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	3.0	4.0	75%	0.0	0.0	n/a	0.0	0.0	n/a	42.0	48.0	88%	6.0	6.0	100%	0.0	0.0	n/a
3222	WENIGER HALL EAST LOT	C	2014-10-21	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	42.0	45.0	93%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	43.0	45.0	96%	1.0	1.0	100%	0.0	0.0	n/a
3230	N MEMORIAL PL	C	2014-10-21	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a
3233	PARK TERRACE ST EAST LOT	C	2014-10-21	0.0	0.0	n/a	4.0	10.0	40%	0.0	0.0	n/a	0.0	0.0	n/a	66.0	75.0	88%	2.0	2.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	5.0	10.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	66.0	75.0	88%	1.0	2.0	50%	0.0	0.0	n/a
3234	PARK TERRACE ST WEST LOT	C	2014-10-21	0.0	0.0	n/a	2.0	7.0	29%	35.0	138.0	25%	0.0	0.0	n/a	61.0	180.0	34%	1.0	4.0	25%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	7.0	29%	49.0	138.0	36%	0.0	0.0	n/a	70.0	180.0	39%	2.0	4.0	50%	0.0	0.0	n/a
3241	BENTON HALL EAST LOT	C	2014-10-21	0.0	0.0	n/a	1.0	6.0	17%	0.0	0.0	n/a	0.0	0.0	n/a	30.0	38.0	79%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	5.0	6.0	83%	0.0	0.0	n/a	0.0	0.0	n/a	33.0	38.0	87%	0.0	0.0	n/a	0.0	0.0	n/a
3242	BENTON HALL SOUTH LOT	C	2014-10-21	0.0	3.0	0%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	15.0	20.0	75%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	2.0	3.0	67%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	14.0	20.0	70%	0.0	0.0	n/a	0.0	0.0	n/a
3243	BENTON HALL WEST LOT	C	2014-10-21	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	2.0	5.0	40%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	2.0	5.0	40%	0.0	0.0	n/a	0.0	0.0	n/a
3250	FURMAN HALL WEST LOT	C	2014-10-21	0.0	0.0	n/a	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	2.0	7.0	29%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	3.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	2.0	7.0	29%	0.0	0.0	n/a	0.0	0.0	n/a
3252	MEMORIAL PLACE - CENTRAL CAMPUS	C	2014-10-21	0.0	2.0	0%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	4.0	12.0	33%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	2.0	2.0	100%	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	6.0	12.0	50%	0.0	0.0	n/a	0.0	0.0	n/a
3254	LANGTON PL LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	2.0	8.0	25%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	2.0	8.0	25%	0.0	0.0	n/a	0.0	0.0	n/a
3260	N 26TH ST	C	2014-10-21	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	5.0	14.0	36%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	10.0	14.0	71%	0.0	0.0	n/a	0.0	0.0	n/a
3261	COLEMAN FIELD EAST LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	68.0	115.0	59%	0.0	4.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	58.0	115.0	50%	0.0	4.0	0%	0.0	0.0	n/a
3262	KERR ADMINISTRATION SOUTH LOT	C	2014-10-21	1.0	2.0	50%	8.0	13.0	62%	0.0	0.0	n/a	0.0	0.0	n/a	49.0	69.0	71%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	1.0	2.0	50%	6.0	13.0	46%	0.0	0.0	n/a	0.0	0.0	n/a	54.0	69.0	78%	1.0	1.0	100%	0.0	0.0	n/a
3263	KERR ADMINISTRATION WEST LOT	C	2014-10-21	1.0	1.0	100%	4.0	5.0	80%	0.0	0.0	n/a	0.0	0.0	n/a	19.0	37.0	51%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	1.0	1.0	100%	5.0	5.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	15.0	37.0	41%	0.0	0.0	n/a	0.0	0.0	n/a
3265	NAVY ROTC ARMORY EAST LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	2.0	11.0	18%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	11.0	36%	0.0	1.0	0%	0.0	0.0	n/a
3266	WALDO HALL SOUTH LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	5.0	9.0	56%	3.0	13.0	23%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	7.0	9.0	78%	2.0	13.0	15%	0.0	0.0	n/a
3268	S BENTON PL	C	2014-10-21	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	50.0	57.0	88%	2.0	6.0	33%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	49.0	57.0	86%	4.0	6.0	67%	0.0	0.0	n/a
3269	DIXON RECREATION CENTER EAST LOT	C	2014-10-21	0.0	0.0	n/a	2.0	3.0	67%	1.0	2.0	50%	0.0	0.0	n/a	4.0	9.0	44%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	3.0	67%	0.0	2.0	0%	0.0	0.0	n/a	2.0	9.0	22%	0.0	0.0	n/a	0.0	0.0	n/a
3293	STUDENT LEGACY PARK SOUTH LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	46.0	108.0	43%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	38.0	108.0	35%	0.0	1.0	0%	0.0	0.0	n/a
3294	INTRAMURAL LOT	C	2014-10-21	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	14.0	16.0	88%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	15.0	16.0	94%	0.0	0.0	n/a	0.0	0.0	n/a
3295	S 30TH ST METER	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	7.0	57%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	7.0	14%	0.0	0.0	n/a	0.0	0.0	n/a
3300	S 26TH ST	C	2014-10-21	0.0	0.0	n/a	0.0	3.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	21.0	50.0	42%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	30.0	50.0	60%	1.0	1.0	100%	0.0	0.0	n/a
3301	FAIRBANKS HALL WEST LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	8.0	17.0	47%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	6.0	17.0	35%	0.0	0.0	n/a	0.0	0.0	n/a

Attachment F - OSU Campus Parking Utilization Survey Details

Survey Details for General Use Spaces in OSU General Use Parking Lots: October 22nd and 23rd

uPrkgID	Description	Sector	Date	OAAEO			Reserved			Short Term			Visitor			Total General Use Spaces			Motorcycle Areas			Residence Hall		
				Occupied Spaces	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*	*Occupied Spaces*	*Total Spaces*	*Percent Utilization*
3302	W JEFFERSON WAY	C	2014-10-21	0.0	0.0	n/a	6.0	10.0	60%	22.0	32.0	69%	0.0	0.0	n/a	32.0	46.0	70%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	6.0	10.0	60%	24.0	32.0	75%	0.0	0.0	n/a	34.0	46.0	74%	1.0	1.0	100%	0.0	0.0	n/a
3303	SACKETT HALL NORTH LOT	C	2014-10-21	0.0	2.0	0%	0.0	3.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	92.0	111.0	83%	1.0	4.0	25%	0.0	0.0	n/a
			2014-10-22	1.0	2.0	50%	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a	94.0	111.0	85%	0.0	4.0	0%	0.0	0.0	n/a
3309	ORCHARD AVE	C	2014-10-21	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	15.0	15.0	100%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	15.0	15.0	100%	0.0	0.0	n/a	0.0	0.0	n/a
3311	N 27TH ST AND ARNOLD WAY LOT	C	2014-10-21	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	86.0	105.0	82%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	96.0	105.0	91%	0.0	0.0	n/a	0.0	0.0	n/a
3313	BATES HALL NORTH LOT	C	2014-10-21	0.0	1.0	0%	0.0	0.0	n/a	9.0	18.0	50%	0.0	0.0	n/a	13.0	24.0	54%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	1.0	0%	0.0	0.0	n/a	12.0	18.0	67%	0.0	0.0	n/a	15.0	24.0	63%	0.0	0.0	n/a	0.0	0.0	n/a
3315	CORDLEY HALL WEST LOT	C	2014-10-21	0.0	0.0	n/a	2.0	2.0	100%	0.0	1.0	0%	0.0	0.0	n/a	19.0	21.0	90%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	2.0	50%	0.0	1.0	0%	0.0	0.0	n/a	15.0	21.0	71%	0.0	0.0	n/a	0.0	0.0	n/a
3316	ORCHARD AVE SOUTH LOT	C	2014-10-21	0.0	2.0	0%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	96.0	135.0	71%	4.0	8.0	50%	0.0	0.0	n/a
			2014-10-22	0.0	2.0	0%	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	100.0	135.0	74%	5.0	8.0	63%	0.0	0.0	n/a
3317	ORCHARD AVE NORTH LOT	C	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	80.0	171.0	47%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	84.0	171.0	49%	0.0	0.0	n/a	0.0	0.0	n/a
3201	WASHINGTON AVE SOUTHWEST LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	212.0	278.0	76%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	228.0	278.0	82%	0.0	1.0	0%	0.0	0.0	n/a
3202	WASHINGTON AVE NORTHWEST LOT	D	2014-10-21	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	179.0	185.0	97%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	179.0	185.0	97%	0.0	0.0	n/a	0.0	0.0	n/a
3204	ADAMS AVE NORTH LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	200%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	22.0	22.0	100%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	300%	0.0	0.0	n/a	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	22.0	22.0	100%
3205	ADAMS AVE NORTHEAST LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	400%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	5.0	0%	0.0	0.0	n/a	77.0	77.0	100%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	500%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	5.0	0%	0.0	0.0	n/a	77.0	77.0	100%
3206	MCNARY HALL NORTH METER LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	3.0	10.0	30%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	10.0	0%	0.0	0.0	n/a	0.0	0.0	n/a
3207	ADAMS AVE SOUTH LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	1.0	8.0	13%	0.0	0.0	n/a	25.0	34.0	74%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	2.0	8.0	25%	0.0	0.0	n/a	27.0	34.0	79%	0.0	0.0	n/a	0.0	0.0	n/a
3209	WASHINGTON AVE SOUTHEAST LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	24.0	100.0	24%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	16.0	100.0	16%	0.0	0.0	n/a	0.0	0.0	n/a
3210	JEFFERSON WAY AND 14TH ST LOT	D	2014-10-21	0.0	0.0	n/a	2.0	7.0	29%	8.0	24.0	33%	0.0	0.0	n/a	43.0	74.0	58%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	5.0	7.0	71%	3.0	24.0	13%	0.0	0.0	n/a	37.0	74.0	50%	0.0	1.0	0%	0.0	0.0	n/a
3211	E CAMPUS WAY	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	43.0	108.0	40%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	45.0	108.0	42%	1.0	1.0	100%	0.0	0.0	n/a
3213	MADISON AVE CO-OP LOT	D	2014-10-21	0.0	0.0	n/a	3.0	4.0	75%	0.0	0.0	n/a	0.0	0.0	n/a	12.0	40.0	30%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	3.0	4.0	75%	0.0	0.0	n/a	0.0	0.0	n/a	13.0	40.0	33%	0.0	0.0	n/a	0.0	0.0	n/a
3217	ADAMS AVE	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	12.0	12.0	100%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	11.0	12.0	92%	0.0	1.0	0%	0.0	0.0	n/a
3218	S 13TH ST	D	2014-10-21	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	20.0	25.0	80%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	19.0	25.0	76%	0.0	0.0	n/a	0.0	0.0	n/a
3219	WASHINGTON AVE	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	5.0	8.0	63%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	3.0	8.0	38%	0.0	0.0	n/a	0.0	0.0	n/a
3220	S 14TH ST	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	18.0	22.0	82%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	22.0	22.0	100%	0.0	0.0	n/a	0.0	0.0	n/a
3227	WASHINGTON AVE AND 11TH ST SOUTHEAST LOT	D	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	42.0	90.0	47%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	48.0	90.0	53%
3360	MAGRUDER HALL NORTHEAST LOT	E	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	11.0	21.0	52%	11.0	23.0	48%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	21.0	19%	4.0	23.0	17%	0.0	0.0	n/a	0.0	0.0	n/a
3363	MAGRUDER HALL SOUTH LOT	E	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	73.0	80.0	91%	1.0	1.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	77.0	80.0	96%	1.0	1.0	100%	0.0	0.0	n/a
3364	OAK CREEK BUILDING NORTH LOT	E	2014-10-21	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	44.0	52.0	85%	1.0	2.0	50%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	50.0	52.0	96%	0.0	2.0	0%	0.0	0.0	n/a
3365	OAK CREEK BUILDING SOUTH LOT	E	2014-10-21	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	6.0	8.0	75%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	6.0	8.0	75%	0.0	0.0	n/a	0.0	0.0	n/a
3277	LASELLS STEWART CENTER WEST LOT	F	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	159.0	171.0	93%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	160.0	171.0	94%	0.0	0.0	n/a	0.0	0.0	n/a
3281	RESER STADIUM LOT	F	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	507.0	640.0	79%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	545.0	646.0	84%	0.0	0.0	n/a	0.0	0.0	n/a
3282	GILL COLISEUM WEST LOT	F	2014-10-21	0.0	0.0	n/a	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	37.0	41.0	90%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	1.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	38.0	41.0	93%	0.0	0.0	n/a	0.0	0.0	n/a
3283	RALPH MILLER LN	F	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	9.0	0%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	5.0	9.0	56%	0.0	0.0	n/a	0.0	0.0	n/a
3284	VALLEY FOOTBALL CENTER LOT	F	2014-10-21	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	253.0	341.0	74%	0.0	1.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	260.0	343.0	76%	0.0	1.0	0%	0.0	0.0	n/a
3270	BLOSS HALL SOUTH LOT	G	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	8.0	50%	0.0	0.0	n/a	58.0	59.0	98%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	4.0	8.0	50%	0.0	0.0	n/a	59.0	59.0	100%
3271	CASCADE HALL SOUTH LOT	G	2014-10-21	0.0	0.0	n/a	2.0	2.0	100%	0.0	3.0	0%	0.0	0.0	n/a	50.0	61.0	82%	1.0	4.0	25%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	2.0	100%	0.0	3.0	0%	0.0	0.0	n/a	49.0	61.0	80%	0.0	4.0	0%	0.0	0.0	n/a
3273	BLOSS HALL WEST LOT	G	2014-10-21	0.0	0.0	n/a	0.0	2.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	47.0	50.0	94%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	48.0	50.0	96%	0.0	0.0	n/a	0.0	0.0	n/a
3280	MAY WAY LOT	G	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	7.0	14%	0.0	0.0	n/a	116.0	116.0	100%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	7.0	14%	0.0	0.0	n/a	116.0	116.0	100%
3288	INTERNATIONAL LIVING LEARNING CENTER EAST LOT	G	2014-10-21	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	1.0	0%	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	1.0	3.0	33%	0.0	0.0	n/a	0.0	0.0	n/a
3289	S 17TH ST AND A AVE LOT	G	2014-10-21	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	48.0	49.0	98%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	47.0	49.0	96%	0.0	0.0	n/a	0.0	0.0	n/a
3380	ALUMNI CENTER NORTH LOT	G	2014-10-21	0.0	0.0	n/a	2.0	2.0	100%	0.0	0.0	n/a	0.0	0.0	n/a	8.0	8.0	100%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	1.0	2.0	50%	0.0	0.0	n/a	0.0	0.0	n/a	4.0	8.0	50%	0.0	0.0	n/a	0.0	0.0	n/a
0205_PFL1	PARKING GARAGE - First Floor and Ramp	G	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	96.0	121.0	79%	3.0	3.0	100%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	96.0	121.0	79%	1.0	3.0	33%	0.0	0.0	n/a
0205_PFL2	PARKING GARAGE - Second Floor and Ramp	G	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	227.0	231.0	98%	0.0	2.0	0%	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	226.0	231.0	98%	0.0	2.0	0%	0.0	0.0	n/a
0205_PFL3	PARKING GARAGE - Third Floor and Ramp	G	2014-10-21	0.0	0.0	n/a	6.0	8.0	75%	0.0	0.0	n/a	0.0	0.0	n/a	185.0	232.0	80%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	6.0	8.0	75%	0.0	0.0	n/a	0.0	0.0	n/a	179.0	232.0	77%	0.0	0.0	n/a	0.0	0.0	n/a
0205_PFL4	PARKING GARAGE - Fourth Floor and Ramp	G	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	16.0	221.0	7%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	168.0	221.0	76%	0.0	0.0	n/a	0.0	0.0	n/a
0205_PFL5	PARKING GARAGE - Fifth Floor	G	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	29.0	178.0	16%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	146.0	178.0	82%
3278	SPORTS COMPLEX EAST LOT	H	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	46.0	46.0	100%	0.0	0.0	n/a	0.0	0.0	n/a
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	44.0	46.0	96%	0.0	0.0	n/a	0.0	0.0	n/a
3286	SPORTS COMPLEX WEST LOT	H	2014-10-21	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	8.0	0%	0	0	n/a	208.0	237	88%
			2014-10-22	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	0.0	n/a	0.0	8.0	0%	0	0	n/a	214.0	237	90%

Appendix C Neighborhood Parking Study

OSU Parking Utilization Study and Neighborhood Street Parking Study

Fall Term 2010

Facilities Services
Campus Planning

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1. OSU Parking Utilization Study

Oregon State University's Campus Master Plan (CMP) includes policies for how OSU will address existing and future parking demand. CMP Chapter 7 – Parking Plan requires the planning and construction of new parking facilities if the campus parking utilization rate reaches 85% to 90%. The OSU Parking Utilization Study is intended to provide an analysis of the parking conditions for on-campus parking facilities. (See Attachment A - Parking Survey Overview Map). An annual parking survey is completed for on-campus parking as well as an every 5-year neighborhood parking districts study for two areas adjacent to the OSU boundary.

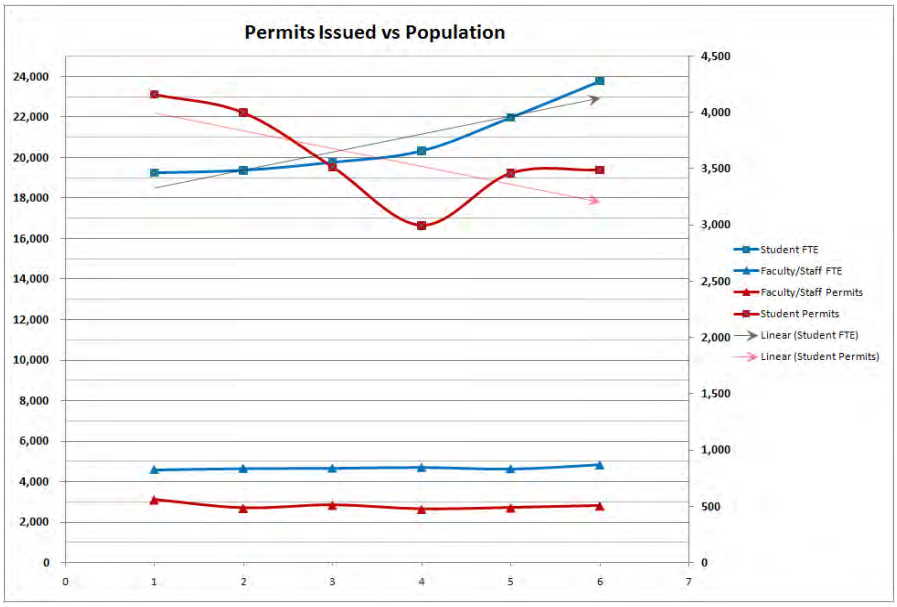
OVERVIEW

OSU's 2010 campus parking utilization is 74%. This is an increase of 3% between 2009 and 2010. The OSU campus population also increased between 2009 and 2010 by 6.9% (26,609 to 28,591), which may have impacted the utilization rate. There was a decrease of parking capacity of 92 spaces between 2009 and 2010. The decrease in available parking most likely increased the parking utilization.

PARKING PERMITS

The number of parking permits issued in 2010 included 3,487 student permits and 2,812 faculty/staff permits for a total of 6,299 permits. There was an increase of 125 parking permits: 26 student (1%) and 99 faculty/staff (4%) for an average increase of 2%.

Figure 1: Parking Permits by Employee



Student permit purchases were 15% of the total student population of 23,761, and faculty/staff permits were 58% of the total faculty and staff population. Over the past 5 years, the number of student parking permits issued has <u>decreased</u> on an average of 3% per year.

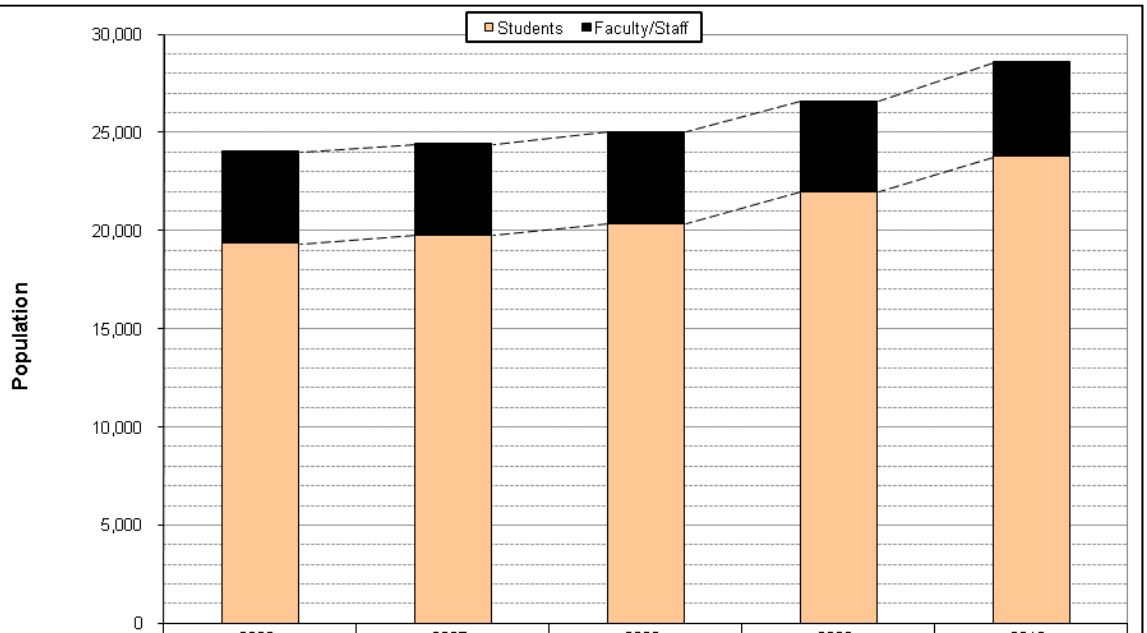
METHODOLOGIES

The study was conducted during the 4th week of the fall academic term, typically when a university is at its peak capacity. The study period was completed on two (2) separate days: a typical laboratory day (Tuesday, October 19) and a typical lecture day (Wednesday, October 20). A count of parking space vacancies was completed by Transit and Parking Services staff on each day of the survey.

CAMPUS POPULATION AND PARKING CAPACITY

To effectively evaluate how OSU is planning for its future parking needs, Figure 2 (2010 OSU Population Breakdown) shows the campus population trend over the past 5 years. The total campus population has increased approximately 16.9% since 2006, with the largest percent increase between 2009 and 2010 of 6.9%.

Figure 2: 2010 OSU Campus Population



	2006	2007	2008	2009	2010
Faculty/Staff	4,658	4,671	4,710	4,640	4,830
Students	19,362	19,753	20,320	21,969	23,761
Total	24,020	24,424	25,030	26,609	28,591
% Change	0.8%	1.7%	2.4%	5.9%	6.9%

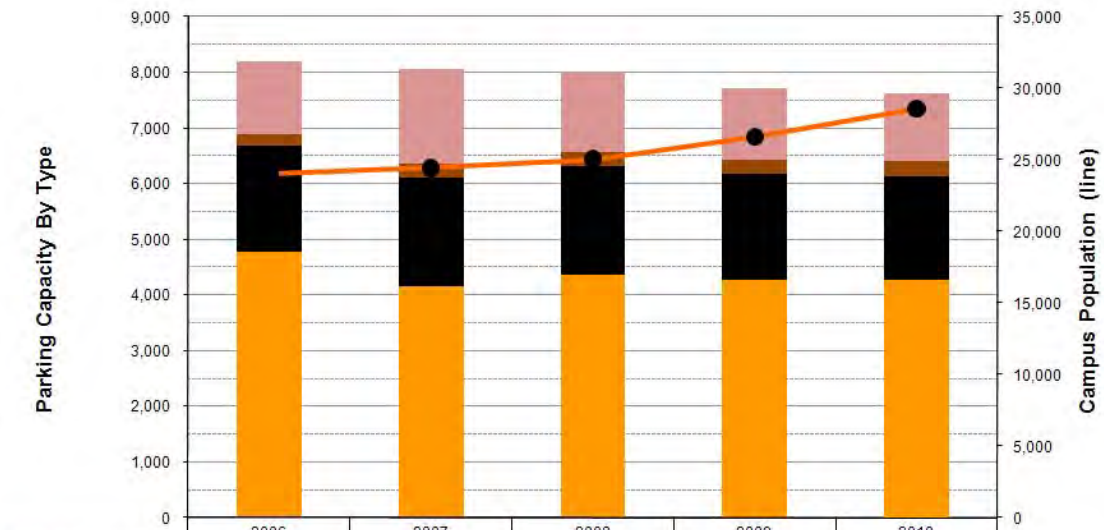
PARKING FACILITIES

There are two primary parking facilities on campus: a parking structure and parking lots. All lots on campus include permitted, metered, and open (free) parking spaces. OSU has open on-street parking along Jefferson Way, west of 35th Street, and within Sector G on 16th and 'A' Streets. During the course of the study period, a large open lot was also used for open parking and is located behind the Valley Softball Stadium and east of the Hilton Garden Inn. (*See Attachment A – Study Overview*)

PARKING SYSTEM

OSU's parking is supported by purchasing a parking permit. There are pay-lots for short-term parking located in specific areas on campus. Permits are sold by employee and/or vehicular type: faculty/staff, student, emeritus, motorcycle, and visitor. Parking spaces within lots are denoted at the entrances of each lot and are labeled according to their permitted use. Faculty/staff permits can be used in student lots. Special permits are available for OSU service vehicles, as well as vendors and visitors to campus. There are also partial term and daily permits. Figure 3 below shows the comparison of OSU's parking capacity related to the campus population over the past 5 years.

Figure 3: OSU Parking Capacity and Enrollment Trend



	2006	2007	2008	2009	2010
Other	1,294	1,696	1,430	1,289	1,230
ADA	211	248	254	255	258
Faculty/Staff	1,907	1,950	1,954	1,901	1,864
Student	4,780	4,161	4,368	4,272	4,273
Total Capacity	8,192	8,055	8,006	7,717	7,625
Campus Population	24,020	24,424	25,030	26,609	28,591

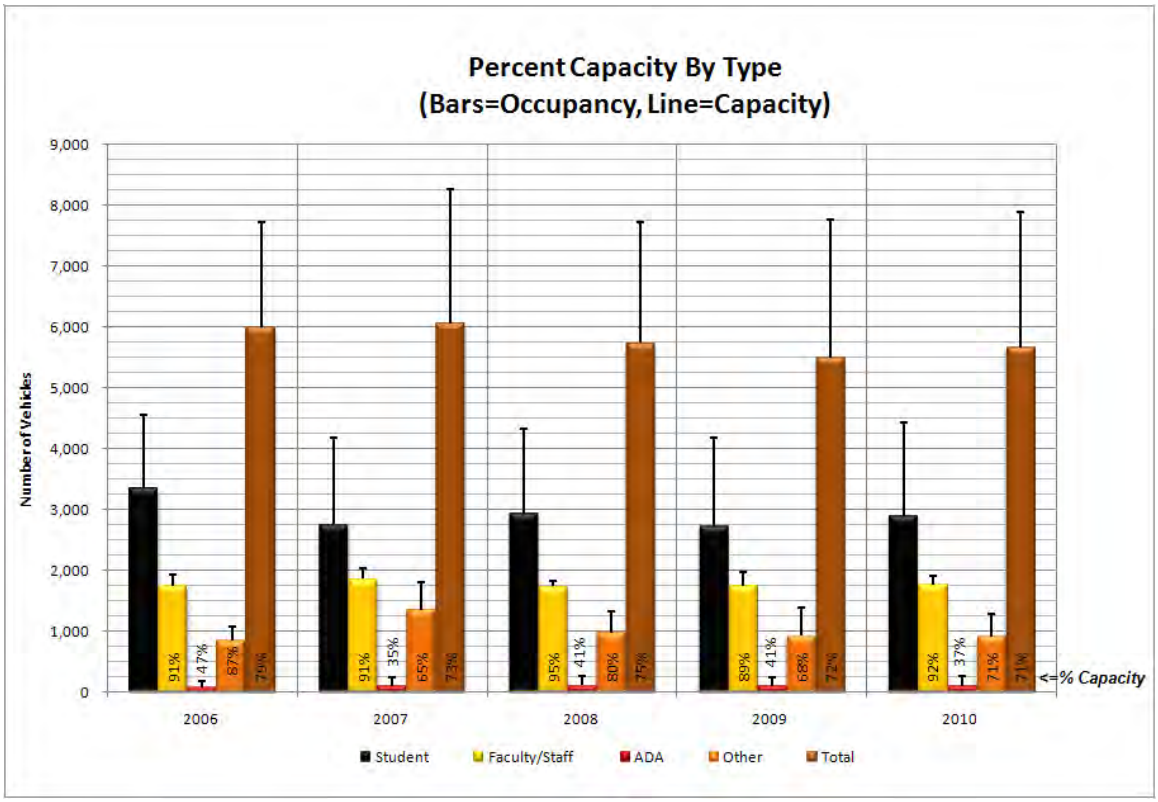
Parking capacity was reduced by 92 spaces, and parking capacity has decreased since 2008, mostly in Sector C due to construction in parking lots. Parking displacement in Sector C must be constructed elsewhere on the main campus at a 1-1 ratio.[1] Therefore, new parking lots will be constructed at the southwest intersection of Campus Way and 35th Street in 2011 to replace the parking spaces removed to construct the Hallie Ford Center and the Outdoor Recreation Field Project. To mitigate the loss of parking for the Linus Pauling Center, two parking lots were constructed at the intersection of 11th and Washington Way and were completed just after this study was completed. With the construction of these lots, it is anticipated the utilization will slightly decrease.

[1] CMP Chapter 5(d. Parking) page 5-6.

PARKING UTILIZATION

OSU's parking utilization is at 74% during peak hours. Parking utilization is calculated as the ratio of occupied spaces to the total parking spaces. A 90% utilization rate requires OSU to construct new parking facilities. (*See Attachment C - Campus Survey* **Results** Map

Figure 4: Parking Capacity by Lot Type



PARKING OCCUPANCY

Parking occupancy slightly decreased between 2009 and 2010. Figure 3 (OSU Parking Capacity and Enrollment Trends) and Table 1 (Summary of Parking Usage on Campus) show the comparison of parking utilization for the last five years. The decrease may have been affected by an increase in parking permits in 2009. OSU completed a bicycle utilization study during the parking study and there were significant increases in bicycle utilization. This may have influence the decreased parking utilization as more people may be riding their bicycles to campus.

Table 1: Summary of OSU Parking Usage

	Parking Capacity (vehicles)					Parking Occupancy (vehicles)					% Occupancy				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
Students	4,780	4,161	4,368	4,272	4,273	3,344	2,753	2,928	2,731	2,897	70%	66%	67%	64%	68%
Faculty/Staff	1,907	1,950	1,954	1,901	1,864	1,740	1,859	1,732	1,749	1,757	91%	95%	89%	92%	94%
ADA	211	248	254	255	258	73	101	105	95	96	35%	41%	41%	37%	37%
Other	1,294	1,696	1,430	1,289	1,230	839	1,351	971	921	912	65%	80%	68%	71%	74%
Total	8,192	8,055	8,006	7,717	7,625	5,996	6,064	5,736	5,495	5,661	73%	75%	72%	71%	74%

PARKING DEMAND

Parking demand is defined by parking lot utilization or by the sale of campus parking permits (from September 1st through October 8th). OSU uses parking demand ratios to project future demand in conjunction with parking lot utilization. The parking demand ratio is calculated by either the ratio of permitted vehicles to campus population or the ratio of vehicles parked to campus population.

Table 2 (OSU Peak Time Parking Demand Ratios) below shows the total number of parking permits by two categories: 1) faculty/staff; and 2) student. Sixteen (16%) percent of the total campus population park on campus, and 74% of the population purchase parking permits. Compared with 2009, the number of permits purchased increased by 125 permits (26 Students and 99 Faculty/Staff) or 3.9%.

Table 2: Peak Time Parking Demand Ratios

	Fall 2009				Fall 2010			
	Headcount	Parking Occupancy per Headcount	Permits	Parking Occupancy per Permit	Headcount	Parking Occupancy per Headcount	Permits	Parking Occupancy per Permit
Student	21,969	12%	3,461	79%	23,761	12%	3,487	83%
Faculty/Staff	4,640	38%	2,713	64%	4,830	36%	2,812	62%
Total	26,609	17%	6,174	73%	28,591	16%	6,299	74%

PARKING UTILIZATION BY SECTOR

The OSU Campus Master Plan divides the campus into nine (9) sectors, each with its own development allocation and parking lots. Table 3 (Summary of Parking Usage by Sector) shows parking demand and utilization by each sector. Attachment B - Parking Capacity by Campus Sector Map reflects the parking capacity by sector.

Table 3: Summary of Parking Utilization by Sector

	Parking Capacity (vehicles)			Parking Occupancy (vehicles)			% Occupancy		
Sector	2008	2009	2010	2008	2009	2010	2008	2009	2010
A	130	130	130	84	126	116	65%	97%	89%
B	948	948	950	761	709	801	80%	75%	84%
C	2,606	2,319	2,293	2,285	2,066	2,090	88%	89%	91%
D	1,265	1,263	1,217	1,058	1,064	1,075	84%	84%	88%
E	253	252	226	195	191	159	77%	76%	70%
F	1,394	1,395	1,397	447	433	500	32%	31%	36%
G	1,364	1,364	1,366	906	902	912	66%	66%	67%
H	46	46	46	1	6	10	2%	13%	22%
J	0	0	0	0	0	0	n/a	n/a	n/a
Total	8,006	7,717	7,625	5,737	5,495	5,661	72%	71%	74%

On a sector by sector basis Sectors F and H maintain the lowest utilization. Sector F (parking around Reser Stadium) has three (3) large lots and is utilized less than 40%. This is due to the change in 2006 from open parking to a permitted lot. Sector H low utilization is quite low, but also does not have a significant amount of parking capacity (46 spaces), and is mainly used for athletic events. At various times, there is a gravel lot that has been used previously for open parking, however, it is not patrolled by TAPS and so isn't included

in the parking study. Sector G has shown low utilization which is where the parking garage is located. Its utilization increased 1% between 2009 and 2010.

FUTURE PARKING FACILITIES

Future parking facilities are planned according to the policies set forth in the Campus Master Plan. As stated earlier, parking capacity decreased by 92 spaces. To mitigate the displacement of the parking, new facilities will be constructed at the intersection of SW Campus Way and 35th Street. A new parking lot is being constructed north of the OSU INTO building and will be designated open/public parking to replace the parking removed along 17th and 'A' streets. Additional parking will be added to parking lot south of Bloss Hall.

OSU CAMPUS PARKING UTILIZATION FINDINGS

- The parking utilization rate increased 3% between 2009 and 2010, from 71% to 74%. Over the past five years, the utilization is on average 73%.
- Parking capacity decreased by 92 spaces. The 5-year trend shows that parking capacity has decreased by 6.9% over the past five (5) years.
- Parking demand is lowest in the student population where only 15% of the students purchase parking permits. Conversely, 58% of the faculty and staff population purchase parking permits.
- Sector F has three (3) large lots totaling 1142 parking spaces that are being utilized at an average of 40%. This is up slightly from the past three years, where utilization was an average of 33%.
- Sector H has a large open parking lot that is not patrolled by TAPS therefore its utilization is not included in the study. Other lot utilization is less than 25%. This is an interesting data point because there is a shuttle stop in this location.

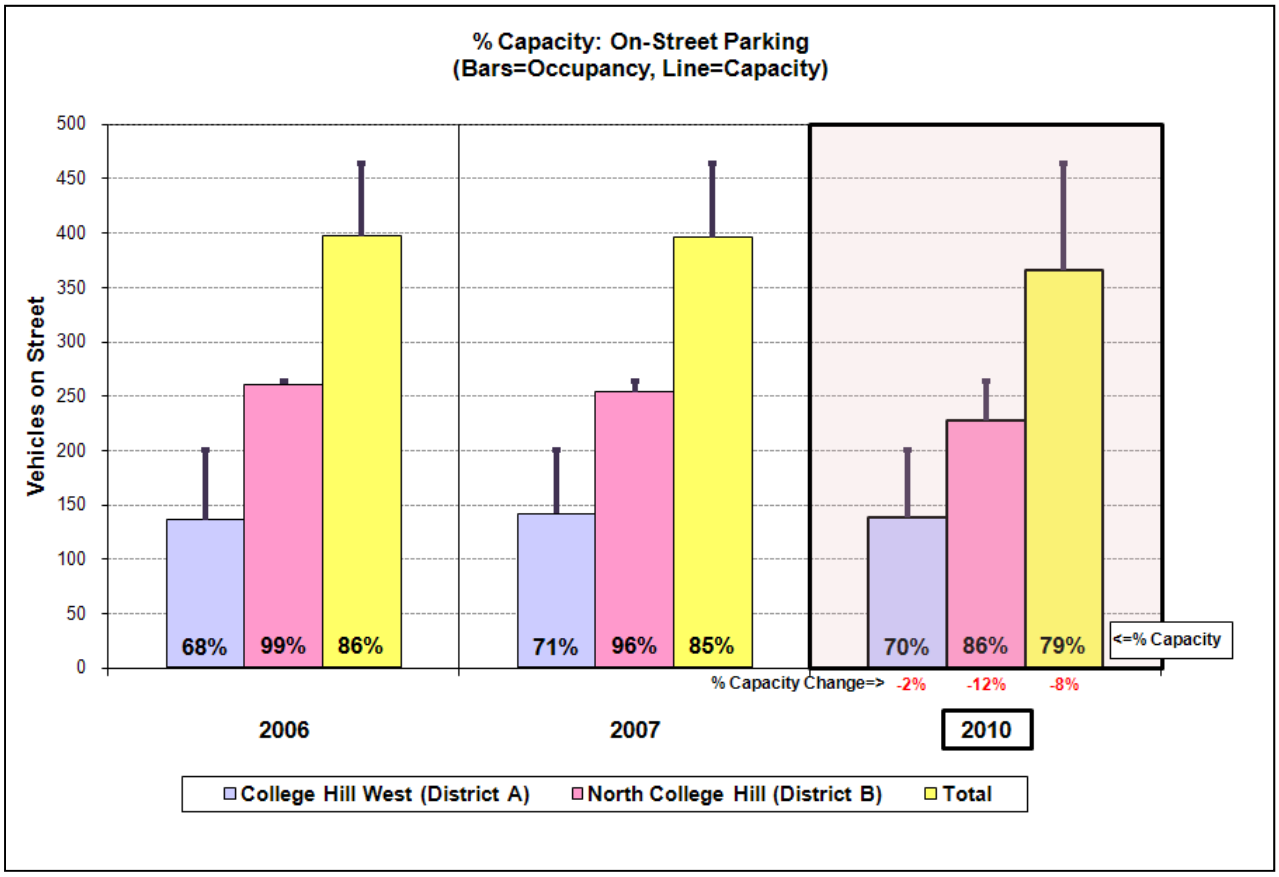
2. Neighborhood Parking Utilization Study

OVERVIEW

OSU completes a neighborhood utilization study every five years. From 2003 until 2007, OSU completed an annual neighborhood study; however in 2007, the City of Corvallis and OSU agreed to complete a neighborhood study every five years. To have the study fall within an established 5-year timeframe that will work well with the Campus Master Plan update, a 2010 study was completed.

The 2010 Neighborhood Street Parking Study was completed during the same days as the OSU Main Campus Parking Study (October 19 and October 20). The hours for the survey began on the hour from 9:00 AM to 1:00 PM for both the College Hill (District A) and North College Hill (District B), north and west of the OSU main campus. The survey was completed by Facilities Services. A graphical representation of the results for 2007 and 2010 is indicated below in Figure 5 – Trends for Neighborhood Parking Utilization.

Figure 5: Trends for the Neighborhood Parking Utilization



DISTRICT FINDINGS

The College Hill (District A) parking district is bounded between 27th and 32nd Streets east/west and between Van Buren and Orchard Avenue north/south. The North College Hill (District B) district is bounded between 14th and 24th Street east/west and between Harrison Blvd. and Monroe Avenue north/south. The overall street parking utilization by time period for this survey is indicated below in Table 4 below.

Table 4: 2010 Neighborhood District Parking Utilization

	College Hill (District A) Capacity=200 vehicle spaces*					North College Hill (District B) Capacity=264 vehicle spaces*				
Time Period	*Resident Permit*	*Non-Permit Occupied*	*Meter Occupied*	*Total Occupied*	*% Capacity*	*Resident Permit*	*Non-Permit Occupied*	*Meter Occupied*	*Total Occupied*	*% Capacity*
09:00 AM to 10:00 AM	63	50	0	113	57%	131	103	24	234	89%
10:00 AM to 11:00 AM	63	91	0	154	77%	139	106	24	245	93%
11:00 AM to 12:00 PM	66	84	0	150	75%	106	103	24	209	79%
12:00 PM to 01:00 PM	65	74	0	139	70%	126	96	24	222	84%
Average	64	75	0	139	70%	126	102	24	228	86%

**Parking spaces based on City of Corvallis Land Development Code regulation.*

PARKING CAPACITY METHODOLOGY

Street capacity was determined using City of Corvallis parking space standards of 22' x 18' for contiguous parking and 18' x 8' for single parking. Because streets are unmarked more compact vehicles can fit into a series of unmarked spaces than is indicative of capacity. This could affect the overall utilization.

SUMMARY: DISTRICT A FINDINGS

District A has an overall average utilization rate of 70%. This is a 2% DECREASE from the survey completed in 2007. Streets nearer to the campus boundary (See Attachment A - Parking Survey Overview Map) reflect higher utilization than parking further away. Utilization is lowest from 9AM to 10AM, and stays relative constant the rest of the survey period. In 2007, the number cars with OSU permits were minimal; however, the 2010 study shows an increase. Eight (8) cars with current OSU permits were parked in District A. (*See Attachments D and F.*)

SUMMARY: DISTRICT B FINDINGS

District B has an overall average utilization rate of 86%. This is a 12% DECREASE from the 2007 survey. Utilization is highest between 9AM and 11AM, and decreases from 11AM to Noon. Utilization increases 5% over the noon hour. Nine (9) cars with current OSU permits were parked in District B. (*See Attachments E and G.*)

OVERALL SUMMARY OF DISTRICTS A AND B

Together the neighborhood districts north of the campus show a **78%** overall parking utilization rate. The 2007 average utilization rate was 96%. This is an 8% decrease from 2007.

DISTRICT PARKING UTILIZATION STRATEGIES

Strategies that may be considered to improve parking both at OSU and in the residential districts include but are not limited to the following:

- Analysis of the parking study shows that more cars are parked on streets than what is available (based on 22’ x 8’ standard contiguous parking spaces and 18' x 8' single parking spaces). Parking on streets where parking is over 100% of capacity (“hot spots”) may be reduced if parking enforcement were available in each neighborhood district during peak times to help change parking behaviors.

- The City of Corvallis does not stripe parking spaces in the neighborhoods; therefore this may result in haphazard parking which the study refers to as a “hotspot.”

- OSU will complete a Neighborhood Parking District Study fall term of 2015 in conjunction with the OSU parking study to identify potential strategies to establish and maintain acceptable parking utilization rates within neighborhood parking districts around the campus boundary.

ADDITIONAL INFORMATION/CONTACTS

For additional information and or questions concerning this report contact the following.
Patty Katz, Campus Planning Manager, 541-737-0917, patty.katz@OregonState.edu

Attachments
Attachment A - Parking Survey Overview Map
Attachment B - Parking Capacity by Campus Sector Map
Attachment C - Campus Survey Results Map

OSU Campus Parking Utilization Survey

Survey Dates: Tuesday, October 19 2010 to Wednesday, October 20 2010

	Student		Faculty		ADA		Other		Total	
	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap
Results Aggregated Campuswide										
Campus Wide	2,897/4,273	**68%**	1,757/1,864	**94%**	96/258	**37%**	912/1,230	**74%**	5,661/7,625	**74%**
Results Aggregated by Sector										
Sector A					0/2	**0%**	116/128	**91%**	116/130	**89%**
Sector B	353/427	**83%**	340/372	**91%**	8/21	**38%**	101/130	**77%**	801/950	**84%**
Sector C	513/516	**99%**	1,032/1,054	**98%**	65/109	**59%**	481/614	**78%**	2,090/2,293	**91%**
Sector D	810/898	**90%**	194/204	**95%**	1/11	**9%**	70/104	**67%**	1,075/1,217	**88%**
Sector E	87/124	**70%**			1/4	**25%**	71/98	**72%**	159/226	**70%**
Sector F	354/1,142	**31%**	103/137	**75%**	8/61	**12%**	36/57	**63%**	500/1,397	**36%**
Sector G	781/1,166	**67%**	89/97	**92%**	10/44	**23%**	32/59	**53%**	912/1,366	**67%**
Sector H					4/6	**67%**	6/40	**15%**	10/46	**22%**
Results Aggregated by Sector & Survey Date										
Sector A (Tue, Oct 19 2010)					0/2	**0%**	115/128	**90%**	115/130	**88%**
Sector A (Wed, Oct 20 2010)					0/2	**0%**	117/128	**91%**	117/130	**90%**
Sector B (Tue, Oct 19 2010)	352/427	**82%**	328/372	**88%**	9/21	**43%**	85/130	**65%**	774/950	**81%**
Sector B (Wed, Oct 20 2010)	354/427	**83%**	351/372	**94%**	7/21	**33%**	116/130	**89%**	828/950	**87%**
Sector C (Tue, Oct 19 2010)	515/516	**100%**	1,037/1,054	**98%**	67/109	**61%**	491/614	**80%**	2,110/2,293	**92%**
Sector C (Wed, Oct 20 2010)	510/516	**99%**	1,027/1,054	**97%**	62/109	**57%**	470/614	**77%**	2,069/2,293	**90%**
Sector D (Tue, Oct 19 2010)	787/898	**88%**	197/204	**97%**	1/11	**9%**	69/104	**66%**	1,054/1,217	**87%**
Sector D (Wed, Oct 20 2010)	833/898	**93%**	190/204	**93%**	1/11	**9%**	71/104	**68%**	1,095/1,217	**90%**
Sector E (Tue, Oct 19 2010)	89/124	**72%**			1/4	**25%**	63/98	**64%**	153/226	**68%**
Sector E (Wed, Oct 20 2010)	85/124	**69%**			1/4	**25%**	79/98	**81%**	165/226	**73%**
Sector F (Tue, Oct 19 2010)	354/1,142	**31%**	100/137	**73%**	9/61	**15%**	37/57	**65%**	500/1,397	**36%**
Sector F (Wed, Oct 20 2010)	353/1,142	**31%**	105/137	**77%**	6/61	**10%**	35/57	**61%**	499/1,397	**36%**
Sector G (Tue, Oct 19 2010)	841/1,166	**72%**	87/97	**90%**	13/44	**30%**	35/59	**59%**	976/1,366	**71%**
Sector G (Wed, Oct 20 2010)	721/1,166	**62%**	91/97	**94%**	7/44	**16%**	28/59	**47%**	847/1,366	**62%**
Sector H (Tue, Oct 19 2010)					4/6	**67%**	6/40	**15%**	10/46	**22%**
Sector H (Wed, Oct 20 2010)					4/6	**67%**	6/40	**15%**	10/46	**22%**

Survey Details

	Student		Faculty		ADA		Other		Total	
	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap
A- HWRL Lot (#3371)- W Of 35th & Jefferson (N Of Hwrl - Bldg #0137) {19Oct10					0/2	**0%**	10/18	**56%**	10/20	**50%**
A- HWRL Lot (#3371)- W Of 35th & Jefferson (N Of Hwrl - Bldg #0137) {20Oct10					0/2	**0%**	11/18	**61%**	11/20	**55%**
A- Jeff Way W of 35 (#3372)- N & S Side Of Jefferson (Way - W Of 35th & Jeff) {							105/110	**95%**	105/110	**95%**
A- Jeff Way W of 35 (#3372)- N & S Side Of Jefferson (Way - W Of 35th & Jeff) {							106/110	**96%**	106/110	**96%**
B- CW W Greenhouse (#3320)- W Of West GreenhouSE (3200 Block Of Campus	5/6	**83%**			1/1	**100%**	3/7	**43%**	9/14	**64%**
B- CW W Greenhouse (#3320)- W Of West GreenhouSE (3200 Block Of Campus	4/6	**67%**			1/1	**100%**	2/7	**29%**	7/14	**50%**
B- CW W Greenhouse (#3332)- W & SW & S Of Crop (Science Bldg #0080) {19Oc	170/170	**100%**	110/111	**99%**	2/3	**67%**	3/5	**60%**	285/289	**99%**
B- CW W Greenhouse (#3332)- W & SW & S Of Crop (Science Bldg #0080) {20Oc	170/170	**100%**	111/111	**100%**	0/3	**0%**	5/5	**100%**	286/289	**99%**
B- CW W Mopl Lot (#3333)- West Of Motor Pool Lot (N & NE & E Of EHSA) {19	92/160	**58%**	63/84	**75%**	2/3	**67%**	3/5	**60%**	160/252	**63%**
B- CW W Mopl Lot (#3333)- West Of Motor Pool Lot (N & NE & E Of EHSA) {20	99/160	**62%**	75/84	**89%**	2/3	**67%**	4/5	**80%**	180/252	**71%**
B- CW Wgnd (#3330)- W & N Of Weigand Hall {19Oct10}			26/26	**100%**	0/2	**0%**			26/28	**93%**
B- CW Wgnd (#3330)- W & N Of Weigand Hall {20Oct10}			26/26	**100%**	0/2	**0%**			26/28	**93%**
B- Jeff Rad Lot (#3331)- E Of Radiation Center {19Oct10}	24/30	**80%**	19/23	**83%**	1/3	**33%**	1/3	**33%**	45/59	**76%**
B- Jeff Rad Lot (#3331)- E Of Radiation Center {20Oct10}	20/30	**67%**	12/23	**52%**	1/3	**33%**	1/3	**33%**	34/59	**58%**
B- Orchard Ct Lot (#3322)- Orchard Family Village (Apartment Complex Lot) {19					0/2	**0%**	71/95	**75%**	71/97	**73%**
B- Orchard Ct Lot (#3322)- Orchard Family Village (Apartment Complex Lot) {20					0/2	**0%**	95/95	**100%**	95/97	**98%**
B- Richardson Lot (#3341)- W & S Of Dryden Hall (S Of Peavy Hall) {19Oct10}	61/61	**100%**	102/115	**89%**	3/7	**43%**	3/11	**27%**	169/194	**87%**
B- Richardson Lot (#3341)- W & S Of Dryden Hall (S Of Peavy Hall) {20Oct10}	61/61	**100%**	115/115	**100%**	3/7	**43%**	7/11	**64%**	186/194	**96%**
B- Vet Research Lot (#3342)- S Of Vet Research Lab (S Of Building #0154) {19Oct			8/13	**62%**			1/4	**25%**	9/17	**53%**
B- Vet Research Lot (#3342)- S Of Vet Research Lab (S Of Building #0154) {20Oct			12/13	**92%**			2/4	**50%**	14/17	**82%**
C- 16th N Lot (#3223)- College Inn Parking (SW Of 16th & Jackson) {19Oct10}					5/5	**100%**	169/184	**92%**	174/189	**92%**
C- 16th N Lot (#3223)- College Inn Parking (SW Of 16th & Jackson) {20Oct10}					4/5	**80%**	161/184	**88%**	165/189	**87%**
C- 26th N (#3260)- 26th that is North of Jefferson Way and South of Monroe Ave {			3/4	**75%**	1/3	**33%**	15/17	**88%**	19/24	**79%**
C- 26th N (#3260)- 26th that is North of Jefferson Way and South of Monroe Ave {			0/4	**0%**	0/3	**0%**	17/17	**100%**	17/24	**71%**
C- 26th S (#3300)- 26th St & Dixon Rec Cent. {19Oct10}	18/18	**100%**			1/2	**50%**	14/37	**38%**	33/57	**58%**
C- 26th S (#3300)- 26th St & Dixon Rec Cent. {20Oct10}	18/18	**100%**			1/2	**50%**	18/37	**49%**	37/57	**65%**
C- 27th Lot (#3311)- N Of Burt Hall (SW Of Jackson & 27th St.) {19Oct10}			102/103	**99%**	0/4	**0%**			102/107	**95%**
C- 27th Lot (#3311)- N Of Burt Hall (SW Of Jackson & 27th St.) {20Oct10}			100/103	**97%**	0/4	**0%**			100/107	**93%**
C- 30th Meter (#3295)- W Of West Hall (Metered Spaces On 30th) {19Oct10}					2/2	**100%**	5/7	**71%**	7/9	**78%**
C- 30th Meter (#3295)- W Of West Hall (Metered Spaces On 30th) {20Oct10}					1/2	**50%**	5/7	**71%**	6/9	**67%**
C- Bates S Lot (#3314)- S Of Bates Hall (NW Of 26th & Campus Way) {19Oct10}			41/41	**100%**	1/1	**100%**			42/42	**100%**
C- Bates S Lot (#3314)- S Of Bates Hall (NW Of 26th & Campus Way) {20Oct10}			41/41	**100%**	1/1	**100%**			42/42	**100%**
C- BE (#3241)- Pioneer Place (NW Of Benton Hall) {19Oct10}			31/32	**97%**	2/2	**100%**	3/5	**60%**	36/39	**92%**
C- BE (#3241)- Pioneer Place (NW Of Benton Hall) {20Oct10}			32/32	**100%**	2/2	**100%**	3/5	**60%**	37/39	**95%**
C- Benton (#3268)- Along Benton Place (Between Jefferson & Wash.) {19Oct10}			85/85	**100%**			13/13	**100%**	98/98	**100%**

	Student		Faculty		ADA		Other		Total	
	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap
C- Benton (#3268)- Along Benton Place (Between Jefferson & Wash.) {20Oct10}			83/85	**98%**			10/13	**77%**	93/98	**95%**
C- Benton Lot (#3261)- W Of Colemand Field (NW Benton Pl & Washington) {19O	60/61	**98%**	55/57	**96%**			2/2	**100%**	117/120	**98%**
C- Benton Lot (#3261)- W Of Colemand Field (NW Benton Pl & Washington) {20O	59/61	**97%**	56/57	**98%**			1/2	**50%**	116/120	**97%**
C- CC Campus Way (#3231)- Spaces along Campus Way between 14th & 26th {19							8/11	**73%**	8/11	**73%**
C- CC Campus Way (#3231)- Spaces along Campus Way between 14th & 26th {20							8/11	**73%**	8/11	**73%**
C- CC Jefferson Way (#3253)- Spaces along Jefferson Way between 26th & 15th {1							12/15	**80%**	12/15	**80%**
C- CC Jefferson Way (#3253)- Spaces along Jefferson Way between 26th & 15th {2							13/15	**87%**	13/15	**87%**
C- CC Mem Lot (#3252)- NW Of Strand Ag Hall (Dead End Of Memorial Pl.) {19O					4/7	**57%**	9/10	**90%**	13/17	**76%**
C- CC Mem Lot (#3252)- NW Of Strand Ag Hall (Dead End Of Memorial Pl.) {20O					2/7	**29%**	9/10	**90%**	11/17	**65%**
C- CC Meter Lot (#3251)- E Of MU Bookstore (S Of Strand Ag Hall) {19Oct10}					3/5	**60%**	68/79	**86%**	71/84	**85%**
C- CC Meter Lot (#3251)- E Of MU Bookstore (S Of Strand Ag Hall) {20Oct10}					1/5	**20%**	60/79	**76%**	61/84	**73%**
C- Cordley W Lot (#3315)- W Ofcordley Hall {19Oct10}			15/15	**100%**	5/6	**83%**	2/5	**40%**	22/26	**85%**
C- Cordley W Lot (#3315)- W Ofcordley Hall {20Oct10}			14/15	**93%**	4/6	**67%**	4/5	**80%**	22/26	**85%**
C- Ed Hall (#3250)- West & SW Of Ed Hall {19Oct10}					4/4	**100%**	10/10	**100%**	14/14	**100%**
C- Ed Hall (#3250)- West & SW Of Ed Hall {20Oct10}					4/4	**100%**	10/10	**100%**	14/14	**100%**
C- Fairbanks Lot (#3301)- Jefferson Way W of Fairbanks {19Oct10}			23/23	**100%**	2/2	**100%**	1/2	**50%**	26/27	**96%**
C- Fairbanks Lot (#3301)- Jefferson Way W of Fairbanks {20Oct10}			23/23	**100%**	1/2	**50%**	0/2	**0%**	24/27	**89%**
C- Intramural Lot (#3294)- S Of West Hall (NW 30th & Intermural Way) {19Oct10			13/13	**100%**					13/13	**100%**
C- Intramural Lot (#3294)- S Of West Hall (NW 30th & Intermural Way) {20Oct10			13/13	**100%**					13/13	**100%**
C- Jeff Way W (#3302)- N Side Of Jefferson Way (Between 26th & 30th) {19Oct10	52/52	**100%**	36/36	**100%**	2/4	**50%**	12/14	**86%**	102/106	**96%**
C- Jeff Way W (#3302)- N Side Of Jefferson Way (Between 26th & 30th) {20Oct10	51/52	**98%**	36/36	**100%**	2/4	**50%**	8/14	**57%**	97/106	**92%**
C- Kerr 15th Lot (#3262)- S Of Kerr Admin Bldg (W Of 15th & Adams) {19Oct10}			35/36	**97%**	1/4	**25%**	25/29	**86%**	61/69	**88%**
C- Kerr 15th Lot (#3262)- S Of Kerr Admin Bldg (W Of 15th & Adams) {20Oct10}			36/36	**100%**	2/4	**50%**	19/29	**66%**	57/69	**83%**
C- Kerr Jeff Lot (#3263)- W Of Kerr Admin Bldg (SE Of Jefferson & Benton) {19O			17/17	**100%**	5/7	**71%**	11/13	**85%**	33/37	**89%**
C- Kerr Jeff Lot (#3263)- W Of Kerr Admin Bldg (SE Of Jefferson & Benton) {20O			17/17	**100%**	4/7	**57%**	8/13	**62%**	29/37	**78%**
C- Langton Pl (#3254)- Spaces along Langton Pl west of Waldo & North of Goss {1							3/5	**60%**	3/5	**60%**
C- Langton Pl (#3254)- Spaces along Langton Pl west of Waldo & North of Goss {2							2/5	**40%**	2/5	**40%**
C- Memorial (#3230)- Memorial Place - Between (Campus Way & Monroe) {19Oct			3/3	**100%**			7/15	**47%**	10/18	**56%**
C- Memorial (#3230)- Memorial Place - Between (Campus Way & Monroe) {20Oct			3/3	**100%**			5/15	**33%**	8/18	**44%**
C- Monroe 16th Lot (#3221)- Behind Graf Hall & (Batcheller & Covell) {19Oct10}			44/45	**98%**	0/2	**0%**	5/13	**38%**	49/60	**82%**
C- Monroe 16th Lot (#3221)- Behind Graf Hall & (Batcheller & Covell) {20Oct10}			45/45	**100%**	0/2	**0%**	10/13	**77%**	55/60	**92%**
C- Monroe Wngr Lot (#3222)- Between Weniger & Gilbert {19Oct10}			28/29	**97%**	4/5	**80%**	5/8	**63%**	37/42	**88%**
C- Monroe Wngr Lot (#3222)- Between Weniger & Gilbert {20Oct10}			28/29	**97%**	4/5	**80%**	6/8	**75%**	38/42	**90%**
C- Moreland Lot (#3264)- SW Of Moreland Hall & (S Of Native Amer LnghouSE)			8/8	**100%**	2/2	**100%**	2/4	**50%**	12/14	**86%**
C- Moreland Lot (#3264)- SW Of Moreland Hall & (S Of Native Amer LnghouSE)			7/8	**88%**	2/2	**100%**	3/4	**75%**	12/14	**86%**

	Student		Faculty		ADA		Other		Total	
	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap
C- Orchard Ave (#3309)- Spaces along Orchard Ave between 27th & 30th {19Oct10			13/14	**93%**			31/31	**100%**	44/45	**98%**
C- Orchard Ave (#3309)- Spaces along Orchard Ave between 27th & 30th {20Oct10			12/14	**86%**			30/31	**97%**	42/45	**93%**
C- Orchard N Lot (#3317)- North Off Orchard St (2800 Block Of Orchard Ave) {19	169/169	**100%**							169/169	**100%**
C- Orchard N Lot (#3317)- North Off Orchard St (2800 Block Of Orchard Ave) {20	167/169	**99%**							167/169	**99%**
C- Orchard S Lot (#3316)- S Off Orchard Ave (2800 Block Of Orchard Ave) {19Oc	79/79	**100%**	64/68	**94%**			1/2	**50%**	144/149	**97%**
C- Orchard S Lot (#3316)- S Off Orchard Ave (2800 Block Of Orchard Ave) {20Oc	78/79	**99%**	61/68	**90%**			1/2	**50%**	140/149	**94%**
C- Park Terr (#3240)- Street Parking On (Park Terrace) {19Oct10}							2/2	**100%**	2/2	**100%**
C- Park Terr (#3240)- Street Parking On (Park Terrace) {20Oct10}							1/2	**50%**	1/2	**50%**
C- Park Terr E Lot (#3233)- SE Of Monroe & (Park Terrace) {19Oct10}			119/119	**100%**	2/3	**67%**	8/11	**73%**	129/133	**97%**
C- Park Terr E Lot (#3233)- SE Of Monroe & (Park Terrace) {20Oct10}			117/119	**98%**	2/3	**67%**	5/11	**45%**	124/133	**93%**
C- Park Terr W Lot (#3234)- SW Of Monroe & Park Terra (South Of Coas Bldg) {1			165/167	**99%**	5/8	**63%**	2/6	**33%**	172/181	**95%**
C- Park Terr W Lot (#3234)- SW Of Monroe & Park Terra (South Of Coas Bldg) {2			166/167	**99%**	5/8	**63%**	3/6	**50%**	174/181	**96%**
C- Pioneer S (#3242)- SW Of Benton Hall (SE Of MilNE Computer Cent) {19Oct10			8/8	**100%**	2/8	**25%**	6/9	**67%**	16/25	**64%**
C- Pioneer S (#3242)- SW Of Benton Hall (SE Of MilNE Computer Cent) {20Oct10			7/8	**88%**	3/8	**38%**	7/9	**78%**	17/25	**68%**
C- Pioneer W (#3243)- W Of Milne Computer Ctr (Street Parking) {19Oct10}			1/2	**50%**			1/3	**33%**	2/5	**40%**
C- Pioneer W (#3243)- W Of Milne Computer Ctr (Street Parking) {20Oct10}			2/2	**100%**			0/3	**0%**	2/5	**40%**
C- ROTC Lot (#3265)- W Of Navy ROTC Bldg {19Oct10}			12/12	**100%**			0/2	**0%**	12/14	**86%**
C- ROTC Lot (#3265)- W Of Navy ROTC Bldg {20Oct10}			11/12	**92%**			2/2	**100%**	13/14	**93%**
C- ROTC N (#3269)- E Of Dixon Rec Center (N Of Navy ROTC) {19Oct10}					4/4	**100%**	4/4	**100%**	8/8	**100%**
C- ROTC N (#3269)- E Of Dixon Rec Center (N Of Navy ROTC) {20Oct10}					3/4	**75%**	1/4	**25%**	4/8	**50%**
C- Sackett Lot (#3303)- N Of Sackett Hall (SE Of 30th & Campus Way) {19Oct10}					1/4	**25%**	16/19	**84%**	17/23	**74%**
C- Sackett Lot (#3303)- N Of Sackett Hall (SE Of 30th & Campus Way) {20Oct10}					0/4	**0%**	15/19	**79%**	15/23	**65%**
C- Sackett Meter (#3292)- NE Of West Dining Hall (W Of Hawley Hall) {19Oct10}					1/1	**100%**	6/7	**86%**	7/8	**88%**
C- Sackett Meter (#3292)- NE Of West Dining Hall (W Of Hawley Hall) {20Oct10}					1/1	**100%**	6/7	**86%**	7/8	**88%**
C- Waldo Lot (#3266)- E & S Of Waldo Hall (And W Of Snell Hall) {19Oct10}			2/2	**100%**	4/5	**80%**	2/5	**40%**	8/12	**67%**
C- Waldo Lot (#3266)- E & S Of Waldo Hall (And W Of Snell Hall) {20Oct10}			2/2	**100%**	4/5	**80%**	4/5	**80%**	10/12	**83%**
C- Washington Way Lot (#3293)- Spaces S Of Tennis Courts (Lot W Of Tennis Pav	137/137	**100%**	10/10	**100%**	1/1	**100%**			148/148	**100%**
C- Washington Way Lot (#3293)- Spaces S Of Tennis Courts (Lot W Of Tennis Pav	137/137	**100%**	10/10	**100%**	1/1	**100%**			148/148	**100%**
C- Weatherford (#3291)- SW Of Weatherford (E Of Poling Hall) {19Oct10}					1/2	**50%**	3/3	**100%**	4/5	**80%**
C- Weatherford (#3291)- SW Of Weatherford (E Of Poling Hall) {20Oct10}					2/2	**100%**	3/3	**100%**	5/5	**100%**
C- Womens Bldg Lot (#3310)- W & NW Of Womens Bldg (S Of Hovland & Gilmor			104/105	**99%**	2/6	**33%**	8/12	**67%**	114/123	**93%**
C- Womens Bldg Lot (#3310)- W & NW Of Womens Bldg (S Of Hovland & Gilmor			105/105	**100%**	6/6	**100%**	12/12	**100%**	123/123	**100%**
D- 11th N (#3215)- Between {19Oct10}					1/1	**100%**	19/19	**100%**	20/20	**100%**
D- 11th N (#3215)- Between {20Oct10}					1/1	**100%**	18/19	**95%**	19/20	**95%**
D- 13th (#3218)- 13th Street Between (Adams & Washington) {19Oct10}	18/30	**60%**							18/30	**60%**

	Student		Faculty		ADA		Other		Total	
	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap
D- 13th (#3218)- 13th Street Between (Adams & Washington) {20Oct10}	27/30	**90%**							27/30	**90%**
D- 14th (#3220)- 14th Street Between (Adams & Washington) {19Oct10}	29/29	**100%**							29/29	**100%**
D- 14th (#3220)- 14th Street Between (Adams & Washington) {20Oct10}	28/29	**97%**							28/29	**97%**
D- Adams (#3217)- Adams Ave. Between (11th St & 15th St.) {19Oct10}	27/27	**100%**			0/2	**0%**	2/3	**67%**	29/32	**91%**
D- Adams (#3217)- Adams Ave. Between (11th St & 15th St.) {20Oct10}	27/27	**100%**			0/2	**0%**	2/3	**67%**	29/32	**91%**
D- Adams Ave N Lot (#3204)- East Of Wilson Hall (1200 Block Of Adams Ave.) {1			21/22	**95%**			1/1	**100%**	22/23	**96%**
D- Adams Ave N Lot (#3204)- East Of Wilson Hall (1200 Block Of Adams Ave.) {2			22/22	**100%**			1/1	**100%**	23/23	**100%**
D- Adams Ave NE Lot (#3205)- Jefferson & 11th St {19Oct10}	76/77	**99%**			0/5	**0%**			76/82	**93%**
D- Adams Ave NE Lot (#3205)- Jefferson & 11th St {20Oct10}	76/77	**99%**			0/5	**0%**			76/82	**93%**
D- Adams Ave S Lot (#3207)- North Of Child Care Ctr. (11th St & Adams Ave.) {1			21/25	**84%**	0/1	**0%**	1/9	**11%**	22/35	**63%**
D- Adams Ave S Lot (#3207)- North Of Child Care Ctr. (11th St & Adams Ave.) {2			22/25	**88%**	0/1	**0%**	1/9	**11%**	23/35	**66%**
D- CW E (#3211)- Both Sides Of Campus Way (Between 11th And 14th) {19Oct10	88/88	**100%**	22/22	**100%**			4/4	**100%**	114/114	**100%**
D- CW E (#3211)- Both Sides Of Campus Way (Between 11th And 14th) {20Oct10	88/88	**100%**	21/22	**95%**			4/4	**100%**	113/114	**99%**
D- Jeff McNary Meter Lot (#3206)- North Of Callahan (1400 Block Of Jefferson) {					0/2	**0%**	2/12	**17%**	2/14	**14%**
D- Jeff McNary Meter Lot (#3206)- North Of Callahan (1400 Block Of Jefferson) {					0/2	**0%**	1/12	**8%**	1/14	**7%**
D- Jeff Way E	34/35	**97%**	41/41	**100%**			9/20	**45%**	84/96	**88%**
D- Jeff Way E	34/35	**97%**	39/41	**95%**			13/20	**65%**	86/96	**90%**
D- Madison Ave (#3214)- Madison Ave Between (9th St. And 11th St.) {19Oct10}							31/33	**94%**	31/33	**94%**
D- Madison Ave (#3214)- Madison Ave Between (9th St. And 11th St.) {20Oct10}							30/33	**91%**	30/33	**91%**
D- Washington (#3219)- Washington Ave. (Between 13th & 15th) {19Oct10}	7/7	**100%**					0/3	**0%**	7/10	**70%**
D- Washington (#3219)- Washington Ave. (Between 13th & 15th) {20Oct10}	7/7	**100%**					1/3	**33%**	8/10	**80%**
D- Washington NE Lot (#3203)- Adams Ave & 14th St {19Oct10}	190/196	**97%**							190/196	**97%**
D- Washington NE Lot (#3203)- Adams Ave & 14th St {20Oct10}	193/196	**98%**							193/196	**98%**
D- Washington NW Lot (#3202)- 15th & Adams Ave {19Oct10}	92/93	**99%**	92/94	**98%**					184/187	**98%**
D- Washington NW Lot (#3202)- 15th & Adams Ave {20Oct10}	90/93	**97%**	86/94	**91%**					176/187	**94%**
D- Washington SE Lot (#3209)- 11th And Washington {19Oct10}	18/102	**18%**							18/102	**18%**
D- Washington SE Lot (#3209)- 11th And Washington {20Oct10}	69/102	**68%**							69/102	**68%**
D- Washington SW Lot (#3201)- Washington & 15th Street {19Oct10}	208/214	**97%**							208/214	**97%**
D- Washington SW Lot (#3201)- Washington & 15th Street {20Oct10}	194/214	**91%**							194/214	**91%**
E- House Svc Lot (#3351)- Housing Warehouse (Surrounds Bldg # 0097) {19Oct10	3/3	**100%**			1/1	**100%**	27/47	**57%**	31/51	**61%**
E- House Svc Lot (#3351)- Housing Warehouse (Surrounds Bldg # 0097) {20Oct10	3/3	**100%**			0/1	**0%**	44/47	**94%**	47/51	**92%**
E- Magruder N Lot (#3360)- NE Of Magruder Hall (W Of Merritt Indoor Field) {19					0/2	**0%**	14/21	**67%**	14/23	**61%**
E- Magruder N Lot (#3360)- NE Of Magruder Hall (W Of Merritt Indoor Field) {20					1/2	**50%**	11/21	**52%**	12/23	**52%**
E- Magruder S Lot (#3363)- S & SE Of Magruder Hall {19Oct10}	68/77	**88%**					3/5	**60%**	71/82	**87%**
E- Magruder S Lot (#3363)- S & SE Of Magruder Hall {20Oct10}	64/77	**83%**					3/5	**60%**	67/82	**82%**

	Student		Faculty		ADA		Other		Total	
	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap	Veh/Cap	% Cap
E- OCB Lot (#3364)- NW & SE Of Oak Creek Bldg {19Oct10}	18/44	**41%**			0/1	**0%**	19/25	**76%**	37/70	**53%**
E- OCB Lot (#3364)- NW & SE Of Oak Creek Bldg {20Oct10}	18/44	**41%**			0/1	**0%**	21/25	**84%**	39/70	**56%**
F- 26th S S of RR (#3304)- 26th South, South Of Rr (W Of Cesar Chavez Center) {							4/15	**27%**	4/15	**27%**
F- 26th S S of RR (#3304)- 26th South, South Of Rr (W Of Cesar Chavez Center) {							3/15	**20%**	3/15	**20%**
F- Gill Lot (#3282)- West Of Gill Coliseum {19Oct10}			39/44	**89%**	2/4	**50%**	3/4	**75%**	44/52	**85%**
F- Gill Lot (#3282)- West Of Gill Coliseum {20Oct10}			39/44	**89%**	0/4	**0%**	4/4	**100%**	43/52	**83%**
F- Lasells Lot (#3277)- SE Of Reser Stadium (Across 26th From LaSElls) {19Oct10	82/136	**60%**			1/8	**13%**	25/27	**93%**	108/171	**63%**
F- Lasells Lot (#3277)- SE Of Reser Stadium (Across 26th From LaSElls) {20Oct10	78/136	**57%**			0/8	**0%**	24/27	**89%**	102/171	**60%**
F- R.MILLER (#3283)- S Of Gill Coliseum (N Side Of Ralph Miller Ln) {19Oct10}					1/5	**20%**	0/4	**0%**	1/9	**11%**
F- R.MILLER (#3283)- S Of Gill Coliseum (N Side Of Ralph Miller Ln) {20Oct10}					2/5	**40%**	0/4	**0%**	2/9	**22%**
F- Reser Stadium Lot (#3281)- SW Of Reser Stadium {19Oct10}	91/765	**12%**			5/34	**15%**	1/1	**100%**	97/800	**12%**
F- Reser Stadium Lot (#3281)- SW Of Reser Stadium {20Oct10}	88/765	**12%**			4/34	**12%**	1/1	**100%**	93/800	**12%**
F- VALLEY FB (#3284)- W Of Valley Football Cent (S Of Merritt Truax Indoor) {1	181/241	**75%**	61/93	**66%**	0/10	**0%**	4/6	**67%**	246/350	**70%**
F- VALLEY FB (#3284)- W Of Valley Football Cent (S Of Merritt Truax Indoor) {2	187/241	**78%**	66/93	**71%**	0/10	**0%**	3/6	**50%**	256/350	**73%**
G- Alumni Lot (#3380)- N Of Ch2M Hill Bldg (700 Block Of SW 26th St) {19Oct1	48/48	**100%**			6/6	**100%**	3/4	**75%**	57/58	**98%**
G- Alumni Lot (#3380)- N Of Ch2M Hill Bldg (700 Block Of SW 26th St) {20Oct1	48/48	**100%**			1/6	**17%**	3/4	**75%**	52/58	**90%**
G- Bloss S Lot (#3270)- W Of 17th And Western (S Of Bloss Hall) {19Oct10}	40/41	**98%**			0/2	**0%**	2/2	**100%**	42/45	**93%**
G- Bloss S Lot (#3270)- W Of 17th And Western (S Of Bloss Hall) {20Oct10}	40/41	**98%**			0/2	**0%**	2/2	**100%**	42/45	**93%**
G- Bloss W Lot (#3273)- W & SW Of Bloss Hall (E Of Ch2M Hill Alumni Cen) {1			40/50	**80%**			2/11	**18%**	42/61	**69%**
G- Bloss W Lot (#3273)- W & SW Of Bloss Hall (E Of Ch2M Hill Alumni Cen) {2			44/50	**88%**			11/11	**100%**	55/61	**90%**
G- Cascade Way (#3271)- N & W & S Of Adams Hall (SW Of 15th & Washington)			47/47	**100%**	1/5	**20%**	26/28	**93%**	74/80	**93%**
G- Cascade Way (#3271)- N & W & S Of Adams Hall (SW Of 15th & Washington)			47/47	**100%**	2/5	**40%**	10/28	**36%**	59/80	**74%**
G- May Way Lot (#3280)- N Of Halsell Hall (SW Of 17th And May Way) {19Oct10	117/117	**100%**			3/10	**30%**	1/4	**25%**	121/131	**92%**
G- May Way Lot (#3280)- N Of Halsell Hall (SW Of 17th And May Way) {20Oct10	117/117	**100%**			3/10	**30%**	1/4	**25%**	121/131	**92%**
G- Parking Structure (#0205)- 661 SW 26th Street {19Oct10}	636/960	**66%**			3/21	**14%**	1/10	**10%**	640/991	**65%**
G- Parking Structure (#0205)- 661 SW 26th Street {20Oct10}	516/960	**54%**			1/21	**5%**	1/10	**10%**	518/991	**52%**
H- 15 N West (#3278)- East of Soccer Field (SW of 15th & Western) {19Oct10}					4/6	**67%**	6/40	**15%**	10/46	**22%**
H- 15 N West (#3278)- East of Soccer Field (SW of 15th & Western) {20Oct10}					4/6	**67%**	6/40	**15%**	10/46	**22%**

OSU Neighborhood Street Parking Survey

Survey Dates: Wed 20-Oct-10 to Wed 20-Oct-10

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
Results Aggregated by District												
College Hill West(CHW) Average	200	66	77	143	57	9	33%	38%	71%			
North College Hill(NCH) Average	271	132	106	238	33	10	49%	39%	88%	24	24	100%
Results Aggregated by District												
College Hill West(CHW) Average {20-Oct-2010}	200	66	77	143	57	9	33%	38%	71%			
North College Hill(NCH) Average {20-Oct-2010}	271	132	106	238	33	10	49%	39%	88%	24	24	100%
Results Aggregated by District and Session												
CHW: 09:00 AM to 10:00 AM	184	63	50	113	71	3	34%	27%	61%			
CHW: 10:00 AM to 11:00 AM	200	63	91	154	46	9	32%	46%	77%			
CHW: 11:00 AM to 12:00 PM	200	66	84	150	50	16	33%	42%	75%			
CHW: 12:00 PM to 01:00 PM	200	65	74	139	61	5	33%	37%	70%			
NCH: 09:00 AM to 10:00 AM	271	131	103	234	37	14	48%	38%	86%	24	24	100%
NCH: 10:00 AM to 11:00 AM	271	139	106	245	26	7	51%	39%	90%	24	24	100%
NCH: 11:00 AM to 12:00 PM	229	106	103	209	20	4	46%	45%	91%	23	23	100%
NCH: 12:00 PM to 01:00 PM	265	126	96	222	43	12	48%	36%	84%	24	24	100%
Results Aggregated by District and St Section												
CHW- Total: 28th from Jackson to Johnson[W]	11	4	7	11	1	2	32%	64%	95%			
CHW- Total: 28th from VanBuren to Jackson[W]	11	5	5	10	1	1	42%	45%	88%			
CHW- Total: 29th from Harrison to VanBuren[E]	9	2	1	3	7	0	22%	6%	28%			
CHW- Total: 29th from Jackson to Johnson[E]	9	2	5	7	2	0	22%	53%	75%			
CHW- Total: 29th from VanBuren to Jackson[E]	11	8	1	8	3	0	70%	5%	75%			
CHW- Total: 30th from Johnson to Jackson[W]	9	5	4	9	0	1	53%	47%	100%			
CHW- Total: 31st from Jackson to Johnson[E]	7	3	1	3	4	0	36%	7%	43%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
CHW- Total: 31st from VanBuren to Jackson[E]	14	6	1	8	7	0	45%	9%	54%			
CHW- Total: 32nd from Jackson to Johnson[E]	10	0	1	1	9	0	0%	13%	13%			
CHW- Total: 32nd from Jackson to Johnson[W]	10	1	1	2	8	0	10%	8%	18%			
CHW- Total: Jackson from 27th to 28th[N]	5	3	3	6	0	1	60%	50%	*110%*			
CHW- Total: Jackson from 28th to 29th[S]	5	1	3	5	0	0	27%	67%	93%			
CHW- Total: Jackson from 29th to 30th[N]	5	0	3	3	2	1	0%	60%	60%			
CHW- Total: Jackson from 30th to 31st[N]	8	4	3	6	2	0	44%	34%	78%			
CHW- Total: Jackson from 31st to 32nd[N]	7	2	1	2	5	0	25%	7%	32%			
CHW- Total: Johnson from 27th to 28th[N]	6	3	4	7	0	1	42%	71%	*113%*			
CHW- Total: Johnson from 28th to 29th[N]	3	0	5	5	0	0	0%	175%	*175%*			
CHW- Total: Johnson from 29th to 30th[N]	5	2	3	5	0	0	35%	60%	95%			
CHW- Total: Johnson from 30th to 32nd[N]	11	3	8	10	1	1	25%	68%	93%			
CHW- Total: Johnson from 30th to 32nd[S]	15	3	10	13	2	1	20%	67%	87%			
CHW- Total: Johnson from 32nd to 33nd[N]	5	3	1	4	2	1	50%	20%	70%			
CHW- Total: Johnson from 32nd to 33rd[S]	9	2	4	7	3	0	25%	47%	72%			
CHW- Total: VanBuren from 28th to 29th[N]	5	3	1	4	1	0	60%	20%	80%			
CHW- Total: VanBuren from 29th to 30th[N]	5	2	1	3	2	1	40%	15%	55%			
CHW- Total: VanBuren from 30th to 31st[N]	5	2	2	4	1	0	40%	40%	80%			
NCH- East: 14th from Jackson to VanBuren[W]	6	4	2	6	0	0	63%	33%	96%			
NCH- East: 14th from Monroe to Jackson[W]	5	5	2	7	0	0	105%	35%	*140%*			
NCH- East: 14th from VanBuren to Harrison[W]	7	4	2	6	1	0	50%	32%	82%			
NCH- East: 15th from Jackson to VanBuren[E]	10	4	4	8	2	0	43%	40%	83%			
NCH- East: 15th from Jackson to VanBuren[W]	8	5	3	8	1	1	56%	38%	94%			
NCH- East: 15th from Monroe to Jackson[E]	3	1	3	4	0	1	17%	100%	*117%*	5	5	100%
NCH- East: 15th from Monroe to Jackson[W]	4	3	3	6	0	0	63%	81%	*144%*	6	6	100%
NCH- East: 15th from VanBuren to Harrison[E]	9	7	1	8	1	0	78%	8%	86%			
NCH- East: 15th from VanBuren to Harrison[W]	7	5	0	6	2	0	75%	4%	79%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH- East: 16th from Jackson to VanBuren[E]	8	2	6	8	0	0	28%	75%	*103%*			
NCH- East: 16th from Jackson to VanBuren[W]	8	4	6	9	0	0	44%	69%	*113%*			
NCH- East: 16th from Monroe to Jackson[E]	4	3	2	5	0	0	63%	56%	*119%*	3	3	100%
NCH- East: 16th from Monroe to Jackson[W]	2	1	3	4	0	1	50%	163%	*213%*	4	4	100%
NCH- East: 16th from VanBuren to Harrison[E]	7	4	2	5	2	0	50%	25%	75%			
NCH- East: 16th from VanBuren to Harrison[W]	9	4	3	7	2	0	44%	36%	81%			
NCH- East: Harrison from 14th to 15th[S]	6	2	0	2	4	0	33%	0%	33%			
NCH- East: Harrison from 15th to 16th[S]	6	0	0	0	6	0	0%	4%	4%			
NCH- East: Harrison from 16 to 17[S]	6	0	0	0	6	0	0%	4%	4%			
NCH- East: Jackson from 14th to 15th[N]	4	4	2	6	0	0	100%	38%	*138%*			
NCH- East: Jackson from 15th to 16th[N]	4	1	3	4	0	0	31%	63%	94%			
NCH- East: Jackson from 16th to 17th[N]	4	4	1	5	0	0	100%	31%	*131%*			
NCH- East: Monroe from 15th to 16th[N]	1	0	0	0	1	0	0%	0%	0%	4	4	100%
NCH- East: Monroe from 16th to Kings[N]	4	0	1	1	4	0	0%	13%	13%			
NCH- West: 17th from Jackson to VanBuren[E]	6	6	2	8	0	0	100%	28%	*128%*			
NCH- West: 17th from Jackson to VanBuren[W]	7	3	6	9	0	0	36%	86%	*121%*			
NCH- West: 17th from VanBuren to Harrison[E]	7	2	2	4	3	0	29%	25%	54%			
NCH- West: 17th from VanBuren to Harrison[W]	7	2	3	5	2	0	32%	36%	68%			
NCH- West: 18th from VanBuren to Harrison[E]	4	4	1	5	0	0	94%	25%	*119%*			
NCH- West: 18th from VanBuren to Harrison[W]	4	4	0	4	0	0	94%	6%	100%			
NCH- West: 21st from Jackson to VanBuren[E]	8	5	3	8	1	1	59%	34%	94%			
NCH- West: 21st from Monroe to Jackson[E]	7	4	3	7	0	1	54%	43%	96%	1	1	100%
NCH- West: 21st from VanBuren to Harrison[E]	11	6	5	10	1	0	52%	41%	93%			
NCH- West: 23rd from Jackson to VanBuren[E]	7	5	2	6	1	0	64%	25%	89%			
NCH- West: 23rd from Monroe to Jackson[E]	3	1	4	5	0	1	33%	117%	*150%*			
NCH- West: 23rd from VanBuren to Harrison[E]	9	4	3	7	2	2	44%	36%	81%			
NCH- West: Harrison from 17th to Kings[S]	5	2	2	3	2	0	30%	30%	60%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH- West: Jackson from 17th to Kings[N]	3	2	1	3	0	0	67%	33%	100%			
NCH- West: Jackson from 21st to 23rd[S]	6	3	3	5	1	1	44%	44%	89%			
NCH- West: Jackson from 21st to Kings[S]	8	3	5	8	0	0	38%	63%	100%			
NCH- West: Monroe from 21st to Kings[N]	10	0	2	2	8	1	0%	20%	20%	1	1	100%
NCH- West: VanBuren from 21st to 23rd[N]	8	9	2	10	0	0	108%	21%	*129%*			
NCH- West: VanBuren from 21st to Kings[N]	7	5	1	6	1	0	67%	19%	86%			
NCH- West: VanBuren from 23rd to 25th[N]	12	1	10	12	1	1	10%	85%	96%			

Results Aggregated by Street Portion (2 sides) and Date

CHW-Total: 28th from Jackson to Johnson {20-Oct-2010 (Wed)}	11	4	7	11	1	2	32%	64%	95%			
CHW-Total: 28th from VanBuren to Jackson {20-Oct-2010 (Wed)}	11	5	5	10	1	1	42%	45%	88%			
CHW-Total: 29th from Harrison to VanBuren {20-Oct-2010 (Wed)}	9	2	1	3	7	0	22%	6%	28%			
CHW-Total: 29th from Jackson to Johnson {20-Oct-2010 (Wed)}	9	2	5	7	2	0	22%	53%	75%			
CHW-Total: 29th from VanBuren to Jackson {20-Oct-2010 (Wed)}	11	8	1	8	3	0	70%	5%	75%			
CHW-Total: 30th from Johnson to Jackson {20-Oct-2010 (Wed)}	9	5	4	9	0	1	53%	47%	100%			
CHW-Total: 31st from Jackson to Johnson {20-Oct-2010 (Wed)}	7	3	1	3	4	0	36%	7%	43%			
CHW-Total: 31st from VanBuren to Jackson {20-Oct-2010 (Wed)}	14	6	1	8	7	0	45%	9%	54%			
CHW-Total: 32nd from Jackson to Johnson {20-Oct-2010 (Wed)}	20	1	2	3	17	0	5%	10%	15%			
CHW-Total: Jackson from 27th to 28th {20-Oct-2010 (Wed)}	5	3	3	6	0	1	60%	50%	*110%*			
CHW-Total: Jackson from 28th to 29th {20-Oct-2010 (Wed)}	5	1	3	5	0	0	27%	67%	93%			
CHW-Total: Jackson from 29th to 30th {20-Oct-2010 (Wed)}	5	0	3	3	2	1	0%	60%	60%			
CHW-Total: Jackson from 30th to 31st {20-Oct-2010 (Wed)}	8	4	3	6	2	0	44%	34%	78%			
CHW-Total: Jackson from 31st to 32nd {20-Oct-2010 (Wed)}	7	2	1	2	5	0	25%	7%	32%			
CHW-Total: Johnson from 27th to 28th {20-Oct-2010 (Wed)}	6	3	4	7	0	1	42%	71%	*113%*			
CHW-Total: Johnson from 28th to 29th {20-Oct-2010 (Wed)}	3	0	5	5	0	0	0%	175%	*175%*			
CHW-Total: Johnson from 29th to 30th {20-Oct-2010 (Wed)}	5	2	3	5	0	0	35%	60%	95%			
CHW-Total: Johnson from 30th to 32nd {20-Oct-2010 (Wed)}	26	6	18	23	3	1	22%	67%	89%			
CHW-Total: Johnson from 32nd to 33nd {20-Oct-2010 (Wed)}	5	3	1	4	2	1	50%	20%	70%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
CHW-Total: Johnson from 32nd to 33rd {20-Oct-2010 (Wed)}	9	2	4	7	3	0	25%	47%	72%			
CHW-Total: VanBuren from 28th to 29th {20-Oct-2010 (Wed)}	5	3	1	4	1	0	60%	20%	80%			
CHW-Total: VanBuren from 29th to 30th {20-Oct-2010 (Wed)}	5	2	1	3	2	1	40%	15%	55%			
CHW-Total: VanBuren from 30th to 31st {20-Oct-2010 (Wed)}	5	2	2	4	1	0	40%	40%	80%			
NCH-East: 14th from Jackson to VanBuren {20-Oct-2010 (Wed)}	6	4	2	6	0	0	63%	33%	96%			
NCH-East: 14th from Monroe to Jackson {20-Oct-2010 (Wed)}	5	5	2	7	0	0	105%	35%	*140%*			
NCH-East: 14th from VanBuren to Harrison {20-Oct-2010 (Wed)}	7	4	2	6	1	0	50%	32%	82%			
NCH-East: 15th from Jackson to VanBuren {20-Oct-2010 (Wed)}	18	9	7	16	2	1	49%	39%	88%			
NCH-East: 15th from Monroe to Jackson {20-Oct-2010 (Wed)}	7	3	6	9	0	1	43%	89%	*132%*	11	11	100%
NCH-East: 15th from VanBuren to Harrison {20-Oct-2010 (Wed)}	16	12	1	13	3	0	77%	6%	83%			
NCH-East: 16th from Jackson to VanBuren {20-Oct-2010 (Wed)}	16	6	12	17	0	0	36%	72%	*108%*			
NCH-East: 16th from Monroe to Jackson {20-Oct-2010 (Wed)}	6	4	6	9	0	1	58%	92%	*150%*	7	7	100%
NCH-East: 16th from VanBuren to Harrison {20-Oct-2010 (Wed)}	16	8	5	13	4	0	47%	31%	78%			
NCH-East: Harrison from 14th to 15th {20-Oct-2010 (Wed)}	6	2	0	2	4	0	33%	0%	33%			
NCH-East: Harrison from 15th to 16th {20-Oct-2010 (Wed)}	6	0	0	0	6	0	0%	4%	4%			
NCH-East: Harrison from 16 to 17 {20-Oct-2010 (Wed)}	6	0	0	0	6	0	0%	4%	4%			
NCH-East: Jackson from 14th to 15th {20-Oct-2010 (Wed)}	4	4	2	6	0	0	100%	38%	*138%*			
NCH-East: Jackson from 15th to 16th {20-Oct-2010 (Wed)}	4	1	3	4	0	0	31%	63%	94%			
NCH-East: Jackson from 16th to 17th {20-Oct-2010 (Wed)}	4	4	1	5	0	0	100%	31%	*131%*			
NCH-East: Monroe from 15th to 16th {20-Oct-2010 (Wed)}	1	0	0	0	1	0	0%	0%	0%	4	4	100%
NCH-East: Monroe from 16th to Kings {20-Oct-2010 (Wed)}	4	0	1	1	4	0	0%	13%	13%			
NCH-West: 17th from Jackson to VanBuren {20-Oct-2010 (Wed)}	13	9	8	16	0	0	65%	59%	*124%*			
NCH-West: 17th from VanBuren to Harrison {20-Oct-2010 (Wed)}	14	4	4	9	6	0	30%	30%	61%			
NCH-West: 18th from VanBuren to Harrison {20-Oct-2010 (Wed)}	8	8	1	9	0	0	94%	16%	*109%*			
NCH-West: 21st from Jackson to VanBuren {20-Oct-2010 (Wed)}	8	5	3	8	1	1	59%	34%	94%			
NCH-West: 21st from Monroe to Jackson {20-Oct-2010 (Wed)}	7	4	3	7	0	1	54%	43%	96%	1	1	100%
NCH-West: 21st from VanBuren to Harrison {20-Oct-2010 (Wed)}	11	6	5	10	1	0	52%	41%	93%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH-West: 23rd from Jackson to VanBuren {20-Oct-2010 (We d)}	7	5	2	6	1	0	64%	25%	89%			
NCH-West: 23rd from Monroe to Jackson {20-Oct-2010 (Wed)}	3	1	4	5	0	1	33%	117%	*150%*			
NCH-West: 23rd from VanBuren to Harrison {20-Oct-2010 (We d)}	9	4	3	7	2	2	44%	36%	81%			
NCH-West: Harrison from 17th to Kings {20-Oct-2010 (Wed)}	5	2	2	3	2	0	30%	30%	60%			
NCH-West: Jackson from 17th to Kings {20-Oct-2010 (Wed)}	3	2	1	3	0	0	67%	33%	100%			
NCH-West: Jackson from 21st to 23rd {20-Oct-2010 (Wed)}	6	3	3	5	1	1	44%	44%	89%			
NCH-West: Jackson from 21st to Kings {20-Oct-2010 (Wed)}	8	3	5	8	0	0	38%	63%	100%			
NCH-West: Monroe from 21st to Kings {20-Oct-2010 (Wed)}	10	0	2	2	8	1	0%	20%	20%	1	1	100%
NCH-West: VanBuren from 21st to 23rd {20-Oct-2010 (Wed)}	8	9	2	10	0	0	108%	21%	*129%*			
NCH-West: VanBuren from 21st to Kings {20-Oct-2010 (Wed)}	7	5	1	6	1	0	67%	19%	86%			
NCH-West: VanBuren from 23rd to 25th {20-Oct-2010 (Wed)}	12	1	10	12	1	1	10%	85%	96%			

Details

CHW:28th from Jackson to Johnson[W]{20Oct10, 09AM-10AM }	11	4	6	10	1	2	36%	55%	91%			
CHW:28th from Jackson to Johnson[W]{20Oct10, 10AM-11AM }	11	4	6	10	1	2	36%	55%	91%			
CHW:28th from Jackson to Johnson[W]{20Oct10, 11AM-12PM }	11	3	7	10	1	1	27%	64%	91%			
CHW:28th from Jackson to Johnson[W]{20Oct10, 12PM-01PM }	11	3	9	12	0	1	27%	82%	*109%*			
CHW:28th from VanBuren to Jackson[W]{20Oct10, 10AM-11A M}	11	5	6	11	0	1	45%	55%	100%			
CHW:28th from VanBuren to Jackson[W]{20Oct10, 11AM-12P M}	11	5	5	10	1	1	45%	45%	91%			
CHW:28th from VanBuren to Jackson[W]{20Oct10, 12PM-01P M}	11	4	4	8	3	0	36%	36%	73%			
CHW:29th from Harrison to VanBuren[E]{20Oct10, 09AM-10A M}	9	2	1	3	6	0	22%	11%	33%			
CHW:29th from Harrison to VanBuren[E]{20Oct10, 10AM-11A M}	9	2	0	2	7	0	22%	0%	22%			
CHW:29th from Harrison to VanBuren[E]{20Oct10, 11AM-12P M}	9	2	0	2	7	0	22%	0%	22%			
CHW:29th from Harrison to VanBuren[E]{20Oct10, 12PM-01P M}	9	2	1	3	6	0	22%	11%	33%			
CHW:29th from Jackson to Johnson[E]{20Oct10, 09AM-10AM}	9	2	5	7	2	0	22%	56%	78%			
CHW:29th from Jackson to Johnson[E]{20Oct10, 10AM-11AM}	9	2	7	9	0	1	22%	78%	100%			
CHW:29th from Jackson to Johnson[E]{20Oct10, 11AM-12PM}	9	2	4	6	3	0	22%	44%	67%			
CHW:29th from Jackson to Johnson[E]{20Oct10, 12PM-01PM}	9	2	3	5	4	0	22%	33%	56%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
CHW:29th from VanBuren to Jackson[E]{20Oct10, 09AM-10AM}	11	7	0	7	4	0	64%	0%	64%			
CHW:29th from VanBuren to Jackson[E]{20Oct10, 10AM-11AM}	11	8	0	8	3	0	73%	0%	73%			
CHW:29th from VanBuren to Jackson[E]{20Oct10, 11AM-12PM}	11	8	1	9	2	1	73%	9%	82%			
CHW:29th from VanBuren to Jackson[E]{20Oct10, 12PM-01PM}	11	8	1	9	2	0	73%	9%	82%			
CHW:30th from Johnson to Jackson[W]{20Oct10, 09AM-10AM}	9	5	4	9	0	0	56%	44%	100%			
CHW:30th from Johnson to Jackson[W]{20Oct10, 10AM-11AM}	9	5	5	10	0	1	56%	56%	*111%*			
CHW:30th from Johnson to Jackson[W]{20Oct10, 11AM-12PM}	9	5	4	9	0	2	56%	44%	100%			
CHW:30th from Johnson to Jackson[W]{20Oct10, 12PM-01PM}	9	4	4	8	1	0	44%	44%	89%			
CHW:31st from Jackson to Johnson[E]{20Oct10, 09AM-10AM}	7	4	0	4	3	0	57%	0%	57%			
CHW:31st from Jackson to Johnson[E]{20Oct10, 10AM-11AM}	7	2	1	3	4	0	29%	14%	43%			
CHW:31st from Jackson to Johnson[E]{20Oct10, 11AM-12PM}	7	2	1	3	4	0	29%	14%	43%			
CHW:31st from Jackson to Johnson[E]{20Oct10, 12PM-01PM}	7	2	0	2	5	0	29%	0%	29%			
CHW:31st from VanBuren to Jackson[E]{20Oct10, 09AM-10AM}	14	5	0	5	9	0	36%	0%	36%			
CHW:31st from VanBuren to Jackson[E]{20Oct10, 10AM-11AM}	14	6	2	8	6	0	43%	14%	57%			
CHW:31st from VanBuren to Jackson[E]{20Oct10, 11AM-12PM}	14	7	2	9	5	0	50%	14%	64%			
CHW:31st from VanBuren to Jackson[E]{20Oct10, 12PM-01PM}	14	7	1	8	6	0	50%	7%	57%			
CHW:32nd from Jackson to Johnson[E]{20Oct10, 09AM-10AM}	10	0	0	0	10	0	0%	0%	0%			
CHW:32nd from Jackson to Johnson[E]{20Oct10, 10AM-11AM}	10	0	2	2	8	0	0%	20%	20%			
CHW:32nd from Jackson to Johnson[E]{20Oct10, 11AM-12PM}	10	0	3	3	7	0	0%	30%	30%			
CHW:32nd from Jackson to Johnson[E]{20Oct10, 12PM-01PM}	10	0	0	0	10	0	0%	0%	0%			
CHW:32nd from Jackson to Johnson[W]{20Oct10, 09AM-10AM}	10	1	0	1	9	0	10%	0%	10%			
CHW:32nd from Jackson to Johnson[W]{20Oct10, 10AM-11AM}	10	1	1	2	8	0	10%	10%	20%			
CHW:32nd from Jackson to Johnson[W]{20Oct10, 11AM-12PM}	10	1	2	3	7	0	10%	20%	30%			
CHW:32nd from Jackson to Johnson[W]{20Oct10, 12PM-01PM}	10	1	0	1	9	0	10%	0%	10%			
CHW:Jackson from 27th to 28th[N]{20Oct10, 09AM-10AM}	5	3	2	5	0	0	60%	40%	100%			
CHW:Jackson from 27th to 28th[N]{20Oct10, 10AM-11AM}	5	3	3	6	0	0	60%	60%	*120%*			
CHW:Jackson from 27th to 28th[N]{20Oct10, 11AM-12PM}	5	3	2	5	0	2	60%	40%	100%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
CHW:Jackson from 27th to 28th[N]{20Oct10, 12PM-01PM}	5	3	3	6	0	0	60%	60%	*120%*			
CHW:Jackson from 28th to 29th[S]{20Oct10, 10AM-11AM}	5	1	7	8	0	0	20%	140%	*160%*			
CHW:Jackson from 28th to 29th[S]{20Oct10, 11AM-12PM}	5	1	1	2	3	1	20%	20%	40%			
CHW:Jackson from 28th to 29th[S]{20Oct10, 12PM-01PM}	5	2	2	4	1	0	40%	40%	80%			
CHW:Jackson from 29th to 30th[N]{20Oct10, 09AM-10AM}	5	0	1	1	4	0	0%	20%	20%			
CHW:Jackson from 29th to 30th[N]{20Oct10, 10AM-11AM}	5	0	4	4	1	1	0%	80%	80%			
CHW:Jackson from 29th to 30th[N]{20Oct10, 11AM-12PM}	5	0	4	4	1	1	0%	80%	80%			
CHW:Jackson from 29th to 30th[N]{20Oct10, 12PM-01PM}	5	0	3	3	2	1	0%	60%	60%			
CHW:Jackson from 30th to 31st[N]{20Oct10, 09AM-10AM}	8	4	2	6	2	0	50%	25%	75%			
CHW:Jackson from 30th to 31st[N]{20Oct10, 10AM-11AM}	8	3	4	7	1	0	38%	50%	88%			
CHW:Jackson from 30th to 31st[N]{20Oct10, 11AM-12PM}	8	3	4	7	1	0	38%	50%	88%			
CHW:Jackson from 30th to 31st[N]{20Oct10, 12PM-01PM}	8	4	1	5	3	0	50%	13%	63%			
CHW:Jackson from 31st to 32nd[N]{20Oct10, 09AM-10AM}	7	1	0	1	6	0	14%	0%	14%			
CHW:Jackson from 31st to 32nd[N]{20Oct10, 10AM-11AM}	7	2	0	2	5	0	29%	0%	29%			
CHW:Jackson from 31st to 32nd[N]{20Oct10, 11AM-12PM}	7	2	1	3	4	0	29%	14%	43%			
CHW:Jackson from 31st to 32nd[N]{20Oct10, 12PM-01PM}	7	2	1	3	4	0	29%	14%	43%			
CHW:Johnson from 27th to 28th[N]{20Oct10, 09AM-10AM}	6	3	3	6	0	1	50%	50%	100%			
CHW:Johnson from 27th to 28th[N]{20Oct10, 10AM-11AM}	6	1	6	7	0	2	17%	100%	*117%*			
CHW:Johnson from 27th to 28th[N]{20Oct10, 11AM-12PM}	6	3	5	8	0	1	50%	83%	*133%*			
CHW:Johnson from 27th to 28th[N]{20Oct10, 12PM-01PM}	6	3	3	6	0	0	50%	50%	100%			
CHW:Johnson from 28th to 29th[N]{20Oct10, 09AM-10AM}	3	0	5	5	0	0	0%	167%	*167%*			
CHW:Johnson from 28th to 29th[N]{20Oct10, 10AM-11AM}	3	0	6	6	0	0	0%	200%	*200%*			
CHW:Johnson from 28th to 29th[N]{20Oct10, 11AM-12PM}	3	0	5	5	0	1	0%	167%	*167%*			
CHW:Johnson from 28th to 29th[N]{20Oct10, 12PM-01PM}	3	0	5	5	0	0	0%	167%	*167%*			
CHW:Johnson from 29th to 30th[N]{20Oct10, 09AM-10AM}	5	2	1	3	2	0	40%	20%	60%			
CHW:Johnson from 29th to 30th[N]{20Oct10, 10AM-11AM}	5	1	4	5	0	0	20%	80%	100%			
CHW:Johnson from 29th to 30th[N]{20Oct10, 11AM-12PM}	5	2	4	6	0	0	40%	80%	*120%*			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
CHW:Johnson from 29th to 30th[N]{20Oct10, 12PM-01PM}	5	2	3	5	0	0	40%	60%	100%			
CHW:Johnson from 30th to 32nd[N]{20Oct10, 09AM-10AM}	11	3	6	9	2	0	27%	55%	82%			
CHW:Johnson from 30th to 32nd[N]{20Oct10, 10AM-11AM}	11	3	9	12	0	0	27%	82%	*109%*			
CHW:Johnson from 30th to 32nd[N]{20Oct10, 11AM-12PM}	11	3	7	10	1	1	27%	64%	91%			
CHW:Johnson from 30th to 32nd[N]{20Oct10, 12PM-01PM}	11	2	8	10	1	1	18%	73%	91%			
CHW:Johnson from 30th to 32nd[S]{20Oct10, 09AM-10AM}	15	3	12	15	0	0	20%	80%	100%			
CHW:Johnson from 30th to 32nd[S]{20Oct10, 10AM-11AM}	15	3	10	13	2	0	20%	67%	87%			
CHW:Johnson from 30th to 32nd[S]{20Oct10, 11AM-12PM}	15	3	10	13	2	1	20%	67%	87%			
CHW:Johnson from 30th to 32nd[S]{20Oct10, 12PM-01PM}	15	3	8	11	4	1	20%	53%	73%			
CHW:Johnson from 32nd to 33nd[N]{20Oct10, 09AM-10AM}	5	4	0	4	1	0	80%	0%	80%			
CHW:Johnson from 32nd to 33nd[N]{20Oct10, 10AM-11AM}	5	2	1	3	2	0	40%	20%	60%			
CHW:Johnson from 32nd to 33nd[N]{20Oct10, 11AM-12PM}	5	2	1	3	2	1	40%	20%	60%			
CHW:Johnson from 32nd to 33nd[N]{20Oct10, 12PM-01PM}	5	2	2	4	1	1	40%	40%	80%			
CHW:Johnson from 32nd to 33rd[S]{20Oct10, 09AM-10AM}	9	2	2	4	5	0	22%	22%	44%			
CHW:Johnson from 32nd to 33rd[S]{20Oct10, 10AM-11AM}	9	2	5	7	2	0	22%	56%	78%			
CHW:Johnson from 32nd to 33rd[S]{20Oct10, 11AM-12PM}	9	3	5	8	1	1	33%	56%	89%			
CHW:Johnson from 32nd to 33rd[S]{20Oct10, 12PM-01PM}	9	2	5	7	2	0	22%	56%	78%			
CHW:VanBuren from 28th to 29th[N]{20Oct10, 09AM-10AM}	5	4	0	4	1	0	80%	0%	80%			
CHW:VanBuren from 28th to 29th[N]{20Oct10, 10AM-11AM}	5	3	0	3	2	0	60%	0%	60%			
CHW:VanBuren from 28th to 29th[N]{20Oct10, 11AM-12PM}	5	2	2	4	1	0	40%	40%	80%			
CHW:VanBuren from 28th to 29th[N]{20Oct10, 12PM-01PM}	5	3	2	5	0	0	60%	40%	100%			
CHW:VanBuren from 29th to 30th[N]{20Oct10, 09AM-10AM}	5	2	0	2	3	0	40%	0%	40%			
CHW:VanBuren from 29th to 30th[N]{20Oct10, 10AM-11AM}	5	2	0	2	3	1	40%	0%	40%			
CHW:VanBuren from 29th to 30th[N]{20Oct10, 11AM-12PM}	5	2	1	3	2	1	40%	20%	60%			
CHW:VanBuren from 29th to 30th[N]{20Oct10, 12PM-01PM}	5	2	2	4	1	0	40%	40%	80%			
CHW:VanBuren from 30th to 31st[N]{20Oct10, 09AM-10AM}	5	2	0	2	3	0	40%	0%	40%			
CHW:VanBuren from 30th to 31st[N]{20Oct10, 10AM-11AM}	5	2	2	4	1	0	40%	40%	80%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
CHW:VanBuren from 30th to 31st[N]{20Oct10, 11AM-12PM}	5	2	3	5	0	0	40%	60%	100%			
CHW:VanBuren from 30th to 31st[N]{20Oct10, 12PM-01PM}	5	2	3	5	0	0	40%	60%	100%			
NCH:14th from Jackson to VanBuren[W]{20Oct10, 09AM-10AM}	6	4	2	6	0	0	67%	33%	100%			
NCH:14th from Jackson to VanBuren[W]{20Oct10, 10AM-11AM}	6	4	3	7	0	0	67%	50%	*117%*			
NCH:14th from Jackson to VanBuren[W]{20Oct10, 11AM-12PM}	6	3	0	3	3	0	50%	0%	50%			
NCH:14th from Jackson to VanBuren[W]{20Oct10, 12PM-01PM}	6	4	3	7	0	0	67%	50%	*117%*			
NCH:14th from Monroe to Jackson[W]{20Oct10, 09AM-10AM}	5	6	1	7	0	0	120%	20%	*140%*			
NCH:14th from Monroe to Jackson[W]{20Oct10, 10AM-11AM}	5	6	1	7	0	0	120%	20%	*140%*			
NCH:14th from Monroe to Jackson[W]{20Oct10, 11AM-12PM}	5	6	1	7	0	0	120%	20%	*140%*			
NCH:14th from Monroe to Jackson[W]{20Oct10, 12PM-01PM}	5	3	4	7	0	0	60%	80%	*140%*			
NCH:14th from VanBuren to Harrison[W]{20Oct10, 09AM-10AM}	7	4	2	6	1	1	57%	29%	86%			
NCH:14th from VanBuren to Harrison[W]{20Oct10, 10AM-11AM}	7	5	0	5	2	0	71%	0%	71%			
NCH:14th from VanBuren to Harrison[W]{20Oct10, 11AM-12PM}	7	1	4	5	2	0	14%	57%	71%			
NCH:14th from VanBuren to Harrison[W]{20Oct10, 12PM-01PM}	7	4	3	7	0	0	57%	43%	100%			
NCH:15th from Jackson to VanBuren[E]{20Oct10, 09AM-10AM}	10	5	2	7	3	0	50%	20%	70%			
NCH:15th from Jackson to VanBuren[E]{20Oct10, 10AM-11AM}	10	5	5	10	0	0	50%	50%	100%			
NCH:15th from Jackson to VanBuren[E]{20Oct10, 11AM-12PM}	10	4	6	10	0	0	40%	60%	100%			
NCH:15th from Jackson to VanBuren[E]{20Oct10, 12PM-01PM}	10	3	3	6	4	0	30%	30%	60%			
NCH:15th from Jackson to VanBuren[W]{20Oct10, 09AM-10AM}	8	4	3	7	1	2	50%	38%	88%			
NCH:15th from Jackson to VanBuren[W]{20Oct10, 10AM-11AM}	8	5	3	8	0	0	63%	38%	100%			
NCH:15th from Jackson to VanBuren[W]{20Oct10, 11AM-12PM}	8	5	3	8	0	0	63%	38%	100%			
NCH:15th from Jackson to VanBuren[W]{20Oct10, 12PM-01PM}	8	4	3	7	1	0	50%	38%	88%			
NCH:15th from Monroe to Jackson[E]{20Oct10, 09AM-10AM}	3	0	3	3	0	0	0%	100%	100%	5	5	100%
NCH:15th from Monroe to Jackson[E]{20Oct10, 10AM-11AM}	3	2	2	4	0	2	67%	67%	*133%*	5	5	100%
NCH:15th from Monroe to Jackson[E]{20Oct10, 11AM-12PM}	3	0	4	4	0	0	0%	133%	*133%*	5	5	100%
NCH:15th from Monroe to Jackson[E]{20Oct10, 12PM-01PM}	3	0	3	3	0	0	0%	100%	100%	5	5	100%
NCH:15th from Monroe to Jackson[W]{20Oct10, 09AM-10AM}	4	2	4	6	0	0	50%	100%	*150%*	6	6	100%

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH:15th from Monroe to Jackson[W]{20Oct10, 10AM-11AM}	4	2	4	6	0	0	50%	100%	*150%*	6	6	100%
NCH:15th from Monroe to Jackson[W]{20Oct10, 11AM-12PM}	4	3	2	5	0	0	75%	50%	*125%*	6	6	100%
NCH:15th from Monroe to Jackson[W]{20Oct10, 12PM-01PM}	4	3	3	6	0	0	75%	75%	*150%*	6	6	100%
NCH:15th from VanBuren to Harrison[E]{20Oct10, 09AM-10AM}	9	7	1	8	1	0	78%	11%	89%			
NCH:15th from VanBuren to Harrison[E]{20Oct10, 10AM-11AM}	9	7	1	8	1	0	78%	11%	89%			
NCH:15th from VanBuren to Harrison[E]{20Oct10, 11AM-12PM}	9	7	1	8	1	0	78%	11%	89%			
NCH:15th from VanBuren to Harrison[E]{20Oct10, 12PM-01PM}	9	7	0	7	2	0	78%	0%	78%			
NCH:15th from VanBuren to Harrison[W]{20Oct10, 09AM-10AM}	7	6	0	6	1	0	86%	0%	86%			
NCH:15th from VanBuren to Harrison[W]{20Oct10, 10AM-11AM}	7	6	0	6	1	0	86%	0%	86%			
NCH:15th from VanBuren to Harrison[W]{20Oct10, 11AM-12PM}	7	5	0	5	2	0	71%	0%	71%			
NCH:15th from VanBuren to Harrison[W]{20Oct10, 12PM-01PM}	7	4	1	5	2	1	57%	14%	71%			
NCH:16th from Jackson to VanBuren[E]{20Oct10, 09AM-10AM}	8	2	7	9	0	0	25%	88%	*113%*			
NCH:16th from Jackson to VanBuren[E]{20Oct10, 10AM-11AM}	8	2	5	7	1	0	25%	63%	88%			
NCH:16th from Jackson to VanBuren[E]{20Oct10, 11AM-12PM}	8	2	7	9	0	0	25%	88%	*113%*			
NCH:16th from Jackson to VanBuren[E]{20Oct10, 12PM-01PM}	8	3	5	8	0	0	38%	63%	100%			
NCH:16th from Jackson to VanBuren[W]{20Oct10, 09AM-10AM}	8	4	5	9	0	0	50%	63%	*113%*			
NCH:16th from Jackson to VanBuren[W]{20Oct10, 10AM-11AM}	8	4	5	9	0	0	50%	63%	*113%*			
NCH:16th from Jackson to VanBuren[W]{20Oct10, 11AM-12PM}	8	3	7	10	0	0	38%	88%	*125%*			
NCH:16th from Jackson to VanBuren[W]{20Oct10, 12PM-01PM}	8	3	5	8	0	0	38%	63%	100%			
NCH:16th from Monroe to Jackson[E]{20Oct10, 09AM-10AM}	4	3	1	4	0	0	75%	25%	100%	3	3	100%
NCH:16th from Monroe to Jackson[E]{20Oct10, 10AM-11AM}	4	3	2	5	0	0	75%	50%	*125%*	3	3	100%
NCH:16th from Monroe to Jackson[E]{20Oct10, 11AM-12PM}	4	2	3	5	0	0	50%	75%	*125%*	3	3	100%
NCH:16th from Monroe to Jackson[E]{20Oct10, 12PM-01PM}	4	2	3	5	0	0	50%	75%	*125%*	3	3	100%
NCH:16th from Monroe to Jackson[W]{20Oct10, 09AM-10AM}	2	1	4	5	0	0	50%	200%	*250%*	4	4	100%
NCH:16th from Monroe to Jackson[W]{20Oct10, 10AM-11AM}	2	1	2	3	0	2	50%	100%	*150%*	4	4	100%
NCH:16th from Monroe to Jackson[W]{20Oct10, 11AM-12PM}	2	1	4	5	0	0	50%	200%	*250%*	4	4	100%
NCH:16th from Monroe to Jackson[W]{20Oct10, 12PM-01PM}	2	1	3	4	0	0	50%	150%	*200%*	4	4	100%

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH:16th from VanBuren to Harrison[E]{20Oct10, 09AM-10AM}	7	4	1	5	2	0	57%	14%	71%			
NCH:16th from VanBuren to Harrison[E]{20Oct10, 10AM-11AM}	7	4	2	6	1	0	57%	29%	86%			
NCH:16th from VanBuren to Harrison[E]{20Oct10, 11AM-12PM}	7	3	2	5	2	0	43%	29%	71%			
NCH:16th from VanBuren to Harrison[E]{20Oct10, 12PM-01PM}	7	3	2	5	2	0	43%	29%	71%			
NCH:16th from VanBuren to Harrison[W]{20Oct10, 09AM-10AM}	9	4	3	7	2	0	44%	33%	78%			
NCH:16th from VanBuren to Harrison[W]{20Oct10, 10AM-11AM}	9	4	3	7	2	1	44%	33%	78%			
NCH:16th from VanBuren to Harrison[W]{20Oct10, 11AM-12PM}	9	4	4	8	1	0	44%	44%	89%			
NCH:16th from VanBuren to Harrison[W]{20Oct10, 12PM-01PM}	9	4	3	7	2	0	44%	33%	78%			
NCH:17th from Jackson to VanBuren[E]{20Oct10, 09AM-10AM}	6	6	1	7	0	1	100%	17%	*117%*			
NCH:17th from Jackson to VanBuren[E]{20Oct10, 10AM-11AM}	6	6	2	8	0	0	100%	33%	*133%*			
NCH:17th from Jackson to VanBuren[E]{20Oct10, 11AM-12PM}	6	6	2	8	0	0	100%	33%	*133%*			
NCH:17th from Jackson to VanBuren[W]{20Oct10, 09AM-10AM}	7	3	7	10	0	0	43%	100%	*143%*			
NCH:17th from Jackson to VanBuren[W]{20Oct10, 10AM-11AM}	7	1	8	9	0	0	14%	114%	*129%*			
NCH:17th from Jackson to VanBuren[W]{20Oct10, 11AM-12PM}	7	3	5	8	0	0	43%	71%	*114%*			
NCH:17th from Jackson to VanBuren[W]{20Oct10, 12PM-01PM}	7	3	4	7	0	0	43%	57%	100%			
NCH:17th from VanBuren to Harrison[E]{20Oct10, 09AM-10AM}	7	2	1	3	4	0	29%	14%	43%			
NCH:17th from VanBuren to Harrison[E]{20Oct10, 10AM-11AM}	7	2	2	4	3	0	29%	29%	57%			
NCH:17th from VanBuren to Harrison[E]{20Oct10, 11AM-12PM}	7	2	3	5	2	0	29%	43%	71%			
NCH:17th from VanBuren to Harrison[E]{20Oct10, 12PM-01PM}	7	2	1	3	4	0	29%	14%	43%			
NCH:17th from VanBuren to Harrison[W]{20Oct10, 09AM-10AM}	7	2	0	2	5	0	29%	0%	29%			
NCH:17th from VanBuren to Harrison[W]{20Oct10, 10AM-11AM}	7	1	5	6	1	0	14%	71%	86%			
NCH:17th from VanBuren to Harrison[W]{20Oct10, 11AM-12PM}	7	3	2	5	2	0	43%	29%	71%			
NCH:17th from VanBuren to Harrison[W]{20Oct10, 12PM-01PM}	7	3	3	6	1	0	43%	43%	86%			
NCH:18th from VanBuren to Harrison[E]{20Oct10, 09AM-10AM}	4	4	1	5	0	0	100%	25%	*125%*			
NCH:18th from VanBuren to Harrison[E]{20Oct10, 10AM-11AM}	4	3	2	5	0	0	75%	50%	*125%*			
NCH:18th from VanBuren to Harrison[E]{20Oct10, 11AM-12PM}	4	4	0	4	0	0	100%	0%	100%			
NCH:18th from VanBuren to Harrison[E]{20Oct10, 12PM-01PM}	4	4	1	5	0	1	100%	25%	*125%*			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH:18th from VanBuren to Harrison[W]{20Oct10, 09AM-10AM}	4	4	0	4	0	0	100%	0%	100%			
NCH:18th from VanBuren to Harrison[W]{20Oct10, 10AM-11AM}	4	3	1	4	0	0	75%	25%	100%			
NCH:18th from VanBuren to Harrison[W]{20Oct10, 11AM-12PM}	4	4	0	4	0	0	100%	0%	100%			
NCH:18th from VanBuren to Harrison[W]{20Oct10, 12PM-01PM}	4	4	0	4	0	0	100%	0%	100%			
NCH:21st from Jackson to VanBuren[E]{20Oct10, 09AM-10AM}	8	4	5	9	0	0	50%	63%	*113%*			
NCH:21st from Jackson to VanBuren[E]{20Oct10, 10AM-11AM}	8	5	2	7	1	0	63%	25%	88%			
NCH:21st from Jackson to VanBuren[E]{20Oct10, 11AM-12PM}	8	5	3	8	0	1	63%	38%	100%			
NCH:21st from Jackson to VanBuren[E]{20Oct10, 12PM-01PM}	8	5	1	6	2	1	63%	13%	75%			
NCH:21st from Monroe to Jackson[E]{20Oct10, 09AM-10AM}	7	4	3	7	0	1	57%	43%	100%	1	1	100%
NCH:21st from Monroe to Jackson[E]{20Oct10, 10AM-11AM}	7	3	2	5	2	2	43%	29%	71%	1	1	100%
NCH:21st from Monroe to Jackson[E]{20Oct10, 11AM-12PM}	7	4	3	7	0	1	57%	43%	100%	1	1	100%
NCH:21st from Monroe to Jackson[E]{20Oct10, 12PM-01PM}	7	4	4	8	0	0	57%	57%	*114%*	1	1	100%
NCH:21st from VanBuren to Harrison[E]{20Oct10, 09AM-10AM}	11	7	3	10	1	0	64%	27%	91%			
NCH:21st from VanBuren to Harrison[E]{20Oct10, 10AM-11AM}	11	6	6	12	0	0	55%	55%	*109%*			
NCH:21st from VanBuren to Harrison[E]{20Oct10, 11AM-12PM}	11	5	5	10	1	0	45%	45%	91%			
NCH:21st from VanBuren to Harrison[E]{20Oct10, 12PM-01PM}	11	5	4	9	2	1	45%	36%	82%			
NCH:23rd from Jackson to VanBuren[E]{20Oct10, 09AM-10AM}	7	0	1	1	6	1	0%	14%	14%			
NCH:23rd from Jackson to VanBuren[E]{20Oct10, 10AM-11AM}	7	7	1	8	0	0	100%	14%	*114%*			
NCH:23rd from Jackson to VanBuren[E]{20Oct10, 11AM-12PM}	7	5	3	8	0	0	71%	43%	*114%*			
NCH:23rd from Jackson to VanBuren[E]{20Oct10, 12PM-01PM}	7	6	2	8	0	0	86%	29%	*114%*			
NCH:23rd from Monroe to Jackson[E]{20Oct10, 09AM-10AM}	3	0	4	4	0	1	0%	133%	*133%*			
NCH:23rd from Monroe to Jackson[E]{20Oct10, 10AM-11AM}	3	0	5	5	0	0	0%	167%	*167%*			
NCH:23rd from Monroe to Jackson[E]{20Oct10, 11AM-12PM}	3	0	5	5	0	0	0%	167%	*167%*			
NCH:23rd from Monroe to Jackson[E]{20Oct10, 12PM-01PM}	3	4	0	4	0	1	133%	0%	*133%*			
NCH:23rd from VanBuren to Harrison[E]{20Oct10, 09AM-10AM}	9	4	3	7	2	2	44%	33%	78%			
NCH:23rd from VanBuren to Harrison[E]{20Oct10, 10AM-11AM}	9	4	4	8	1	0	44%	44%	89%			
NCH:23rd from VanBuren to Harrison[E]{20Oct10, 11AM-12PM}	9	4	4	8	1	2	44%	44%	89%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH:23rd from VanBuren to Harrison[E]{20Oct10, 12PM-01PM}	9	4	2	6	3	2	44%	22%	67%			
NCH:Harrison from 14th to 15th[S]{20Oct10, 09AM-10AM}	6	2	0	2	4	0	33%	0%	33%			
NCH:Harrison from 14th to 15th[S]{20Oct10, 10AM-11AM}	6	3	0	3	3	0	50%	0%	50%			
NCH:Harrison from 14th to 15th[S]{20Oct10, 11AM-12PM}	6	0	0	0	6	0	0%	0%	0%			
NCH:Harrison from 14th to 15th[S]{20Oct10, 12PM-01PM}	6	3	0	3	3	0	50%	0%	50%			
NCH:Harrison from 15th to 16th[S]{20Oct10, 09AM-10AM}	6	0	1	1	5	0	0%	17%	17%			
NCH:Harrison from 15th to 16th[S]{20Oct10, 10AM-11AM}	6	0	0	0	6	0	0%	0%	0%			
NCH:Harrison from 15th to 16th[S]{20Oct10, 11AM-12PM}	6	0	0	0	6	0	0%	0%	0%			
NCH:Harrison from 15th to 16th[S]{20Oct10, 12PM-01PM}	6	0	0	0	6	0	0%	0%	0%			
NCH:Harrison from 16 to 17[S]{20Oct10, 09AM-10AM}	6	0	0	0	6	0	0%	0%	0%			
NCH:Harrison from 16 to 17[S]{20Oct10, 10AM-11AM}	6	0	1	1	5	0	0%	17%	17%			
NCH:Harrison from 16 to 17[S]{20Oct10, 11AM-12PM}	6	0	0	0	6	0	0%	0%	0%			
NCH:Harrison from 16 to 17[S]{20Oct10, 12PM-01PM}	6	0	0	0	6	0	0%	0%	0%			
NCH:Harrison from 17th to Kings[S]{20Oct10, 09AM-10AM}	5	2	1	3	2	0	40%	20%	60%			
NCH:Harrison from 17th to Kings[S]{20Oct10, 10AM-11AM}	5	1	2	3	2	0	20%	40%	60%			
NCH:Harrison from 17th to Kings[S]{20Oct10, 11AM-12PM}	5	2	1	3	2	0	40%	20%	60%			
NCH:Harrison from 17th to Kings[S]{20Oct10, 12PM-01PM}	5	1	2	3	2	0	20%	40%	60%			
NCH:Jackson from 14th to 15th[N]{20Oct10, 09AM-10AM}	4	4	1	5	0	0	100%	25%	*125%*			
NCH:Jackson from 14th to 15th[N]{20Oct10, 10AM-11AM}	4	4	2	6	0	0	100%	50%	*150%*			
NCH:Jackson from 14th to 15th[N]{20Oct10, 11AM-12PM}	4	4	1	5	0	0	100%	25%	*125%*			
NCH:Jackson from 14th to 15th[N]{20Oct10, 12PM-01PM}	4	4	2	6	0	0	100%	50%	*150%*			
NCH:Jackson from 15th to 16th[N]{20Oct10, 09AM-10AM}	4	1	2	3	1	0	25%	50%	75%			
NCH:Jackson from 15th to 16th[N]{20Oct10, 10AM-11AM}	4	1	3	4	0	0	25%	75%	100%			
NCH:Jackson from 15th to 16th[N]{20Oct10, 11AM-12PM}	4	1	3	4	0	0	25%	75%	100%			
NCH:Jackson from 15th to 16th[N]{20Oct10, 12PM-01PM}	4	2	2	4	0	0	50%	50%	100%			
NCH:Jackson from 16th to 17th[N]{20Oct10, 09AM-10AM}	4	4	2	6	0	0	100%	50%	*150%*			
NCH:Jackson from 16th to 17th[N]{20Oct10, 10AM-11AM}	4	4	0	4	0	0	100%	0%	100%			

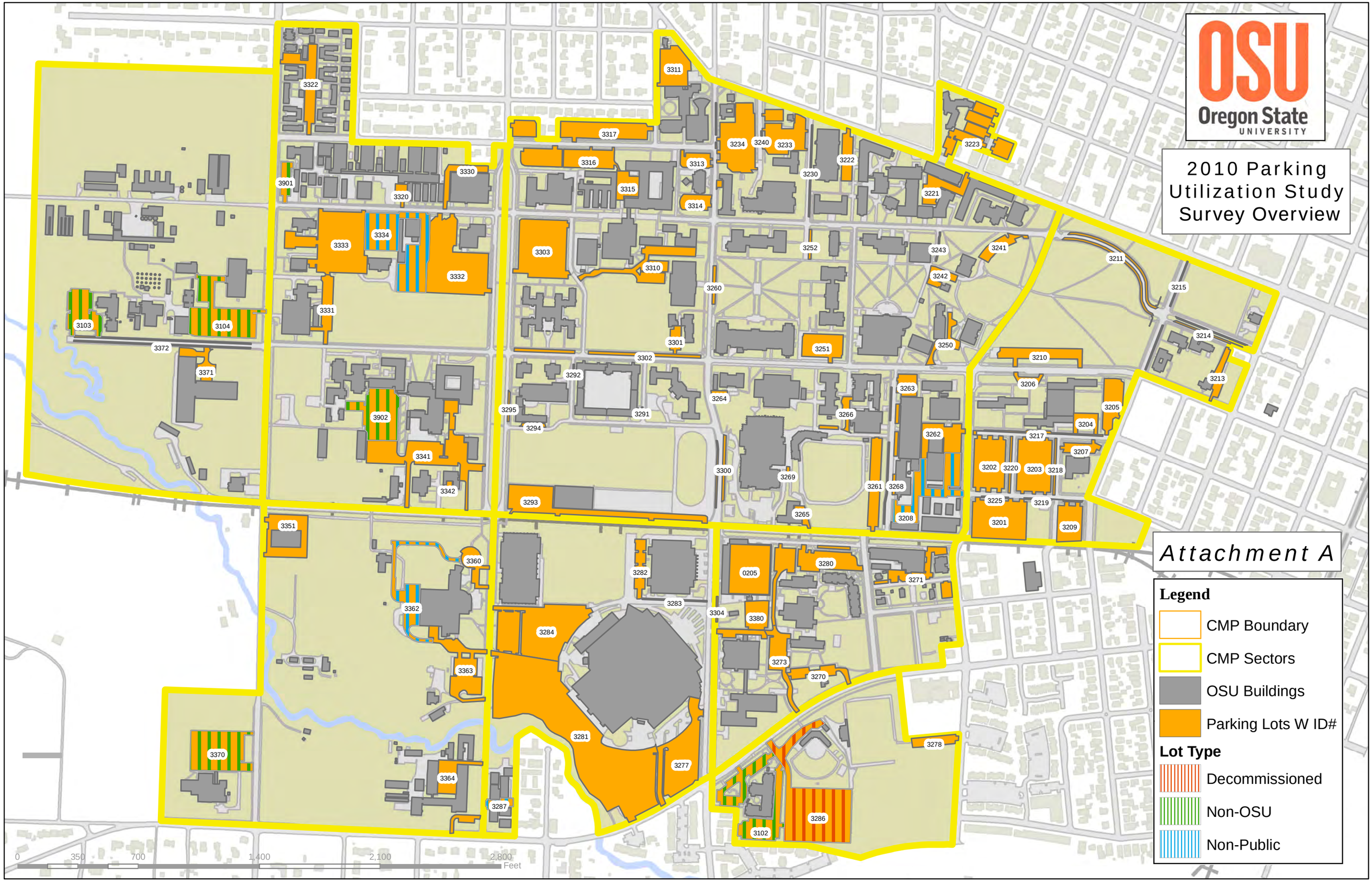
Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH:Jackson from 16th to 17th[N]{20Oct10, 11AM-12PM}	4	4	2	6	0	0	100%	50%	*150%*			
NCH:Jackson from 16th to 17th[N]{20Oct10, 12PM-01PM}	4	4	1	5	0	0	100%	25%	*125%*			
NCH:Jackson from 17th to Kings[N]{20Oct10, 09AM-10AM}	3	2	1	3	0	0	67%	33%	100%			
NCH:Jackson from 17th to Kings[N]{20Oct10, 10AM-11AM}	3	2	1	3	0	0	67%	33%	100%			
NCH:Jackson from 17th to Kings[N]{20Oct10, 12PM-01PM}	3	2	1	3	0	0	67%	33%	100%			
NCH:Jackson from 21st to 23rd[S]{20Oct10, 09AM-10AM}	6	2	3	5	1	1	33%	50%	83%			
NCH:Jackson from 21st to 23rd[S]{20Oct10, 10AM-11AM}	6	4	2	6	0	0	67%	33%	100%			
NCH:Jackson from 21st to 23rd[S]{20Oct10, 12PM-01PM}	6	2	3	5	1	3	33%	50%	83%			
NCH:Jackson from 21st to Kings[S]{20Oct10, 09AM-10AM}	8	3	5	8	0	0	38%	63%	100%			
NCH:Jackson from 21st to Kings[S]{20Oct10, 10AM-11AM}	8	3	5	8	0	0	38%	63%	100%			
NCH:Jackson from 21st to Kings[S]{20Oct10, 12PM-01PM}	8	3	5	8	0	1	38%	63%	100%			
NCH:Monroe from 15th to 16th[N]{20Oct10, 09AM-10AM}	1	0	0	0	1	0	0%	0%	0%	4	4	100%
NCH:Monroe from 15th to 16th[N]{20Oct10, 10AM-11AM}	1	0	0	0	1	0	0%	0%	0%	4	4	100%
NCH:Monroe from 15th to 16th[N]{20Oct10, 11AM-12PM}	1	0	0	0	1	0	0%	0%	0%	4	4	100%
NCH:Monroe from 15th to 16th[N]{20Oct10, 12PM-01PM}	1	0	0	0	1	0	0%	0%	0%	4	4	100%
NCH:Monroe from 16th to Kings[N]{20Oct10, 09AM-10AM}	4	0	0	0	4	0	0%	0%	0%			
NCH:Monroe from 16th to Kings[N]{20Oct10, 10AM-11AM}	4	0	0	0	4	0	0%	0%	0%			
NCH:Monroe from 16th to Kings[N]{20Oct10, 11AM-12PM}	4	0	2	2	2	0	0%	50%	50%			
NCH:Monroe from 16th to Kings[N]{20Oct10, 12PM-01PM}	4	0	0	0	4	0	0%	0%	0%			
NCH:Monroe from 21st to Kings[N]{20Oct10, 09AM-10AM}	10	0	6	6	4	3	0%	60%	60%	1	1	100%
NCH:Monroe from 21st to Kings[N]{20Oct10, 10AM-11AM}	10	0	0	0	10	0	0%	0%	0%	1	1	100%
NCH:Monroe from 21st to Kings[N]{20Oct10, 12PM-01PM}	10	0	0	0	10	0	0%	0%	0%	1	1	100%
NCH:VanBuren from 21st to 23rd[N]{20Oct10, 09AM-10AM}	8	9	2	11	0	0	113%	25%	*138%*			
NCH:VanBuren from 21st to 23rd[N]{20Oct10, 10AM-11AM}	8	9	1	10	0	0	113%	13%	*125%*			
NCH:VanBuren from 21st to 23rd[N]{20Oct10, 12PM-01PM}	8	8	2	10	0	0	100%	25%	*125%*			
NCH:VanBuren from 21st to Kings[N]{20Oct10, 09AM-10AM}	7	5	1	6	1	0	71%	14%	86%			
NCH:VanBuren from 21st to Kings[N]{20Oct10, 10AM-11AM}	7	5	1	6	1	0	71%	14%	86%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)

	On-Street Parking (vehicles)						% of Capacity			Metered Parking		
	Parking Capacity	*With Residental Permit*	*No Residental Permit*	*Total Vehicles*	*Vacant Spots*	*OSU Parking Permits*	*Permits % of Capacity*	*No Permit % of Capacity*	*Total % of Capacity*	*Metered Capacity*	*Vehicles at Meters*	*% Capacity*
NCH:VanBuren from 21st to Kings[N]{20Oct10, 12PM-01PM}	7	4	2	6	1	0	57%	29%	86%			
NCH:VanBuren from 23rd to 25th[N]{20Oct10, 09AM-10AM}	12	1	10	11	1	1	8%	83%	92%			
NCH:VanBuren from 23rd to 25th[N]{20Oct10, 10AM-11AM}	12	2	10	12	0	0	17%	83%	100%			
NCH:VanBuren from 23rd to 25th[N]{20Oct10, 11AM-12PM}	12	1	11	12	0	0	8%	92%	100%			
NCH:VanBuren from 23rd to 25th[N]{20Oct10, 12PM-01PM}	12	1	10	11	1	1	8%	83%	92%			

Legend: CHW-College Hill West (District A), NCH-North College Hill (District B)


OSU
Oregon State
UNIVERSITY
2010 Parking
Utilization Study
Survey Overview
Attachment A
Legend
CMP Boundary
CMP Sectors
OSU Buildings
Parking Lots W ID#
Lot Type
Decommissioned
Non-OSU
Non-Public
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700
1,400
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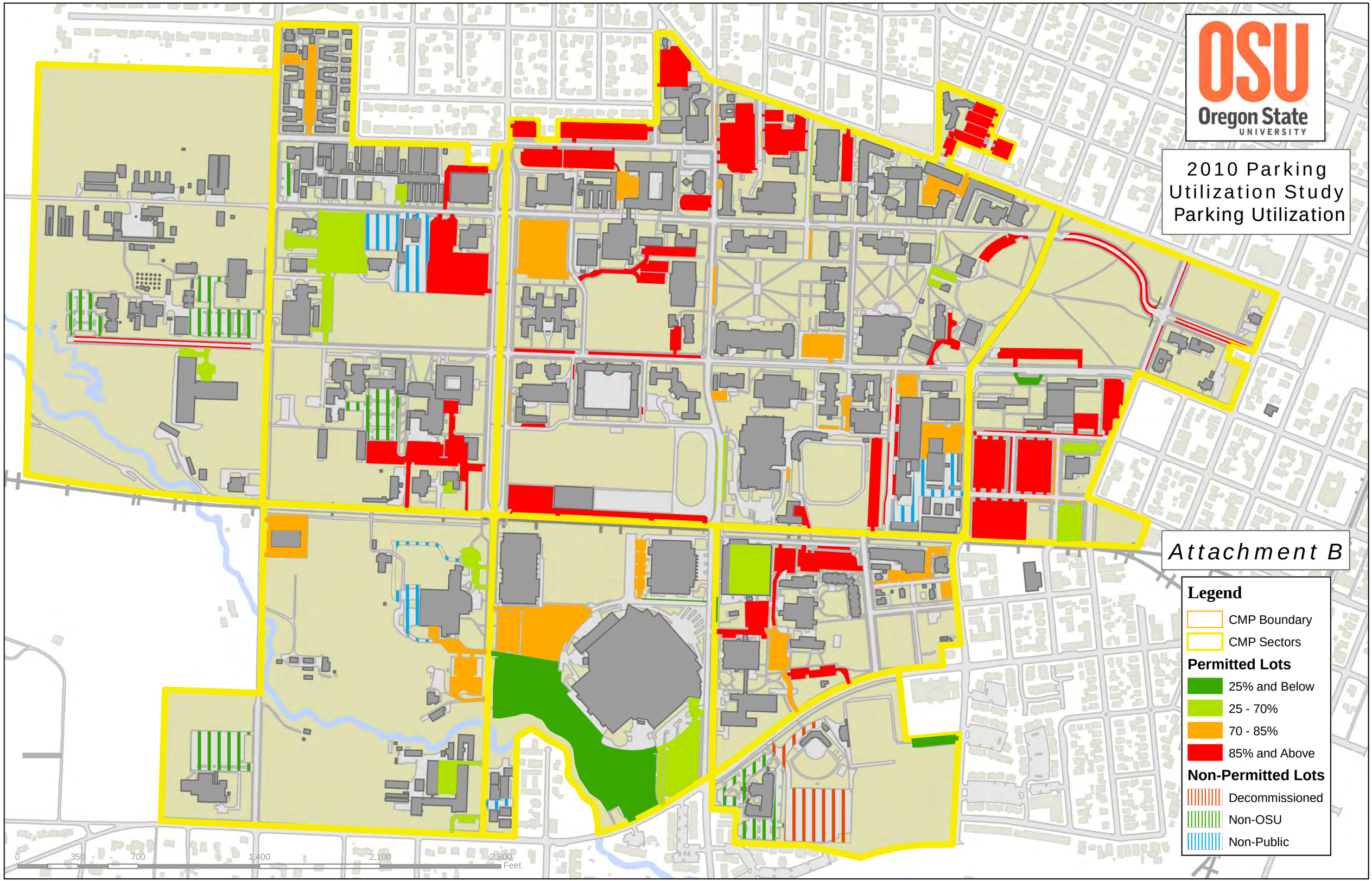
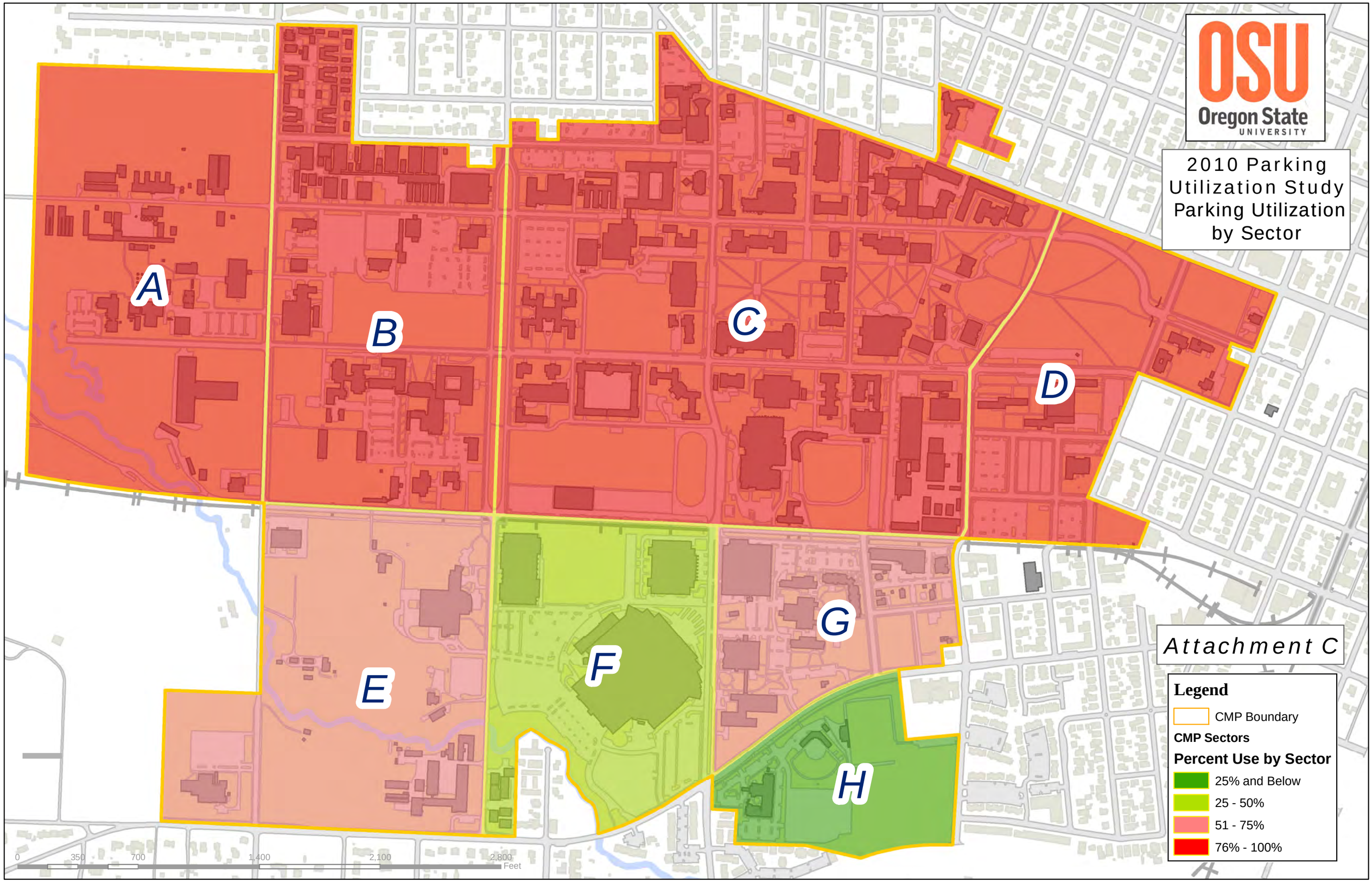
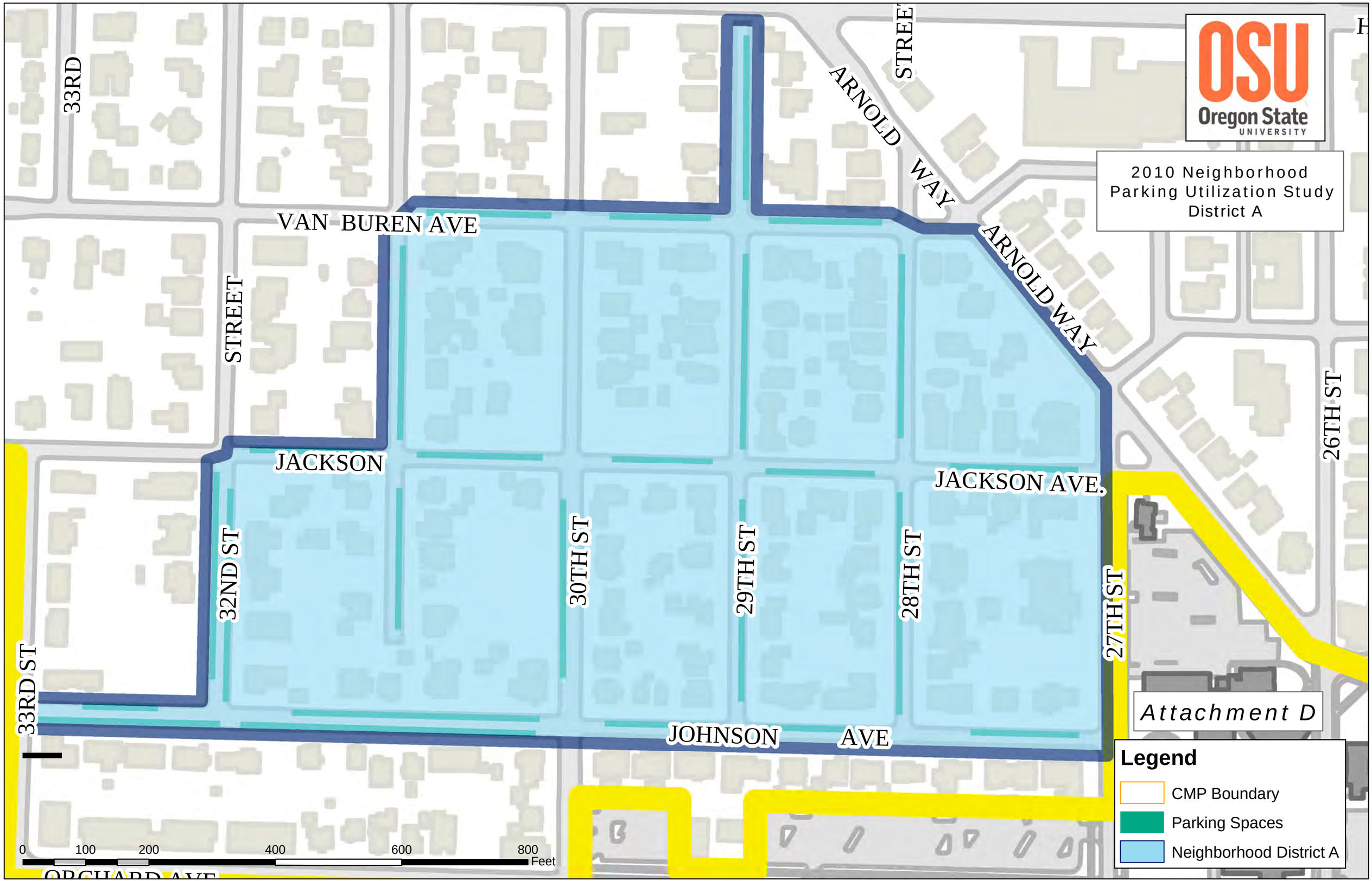
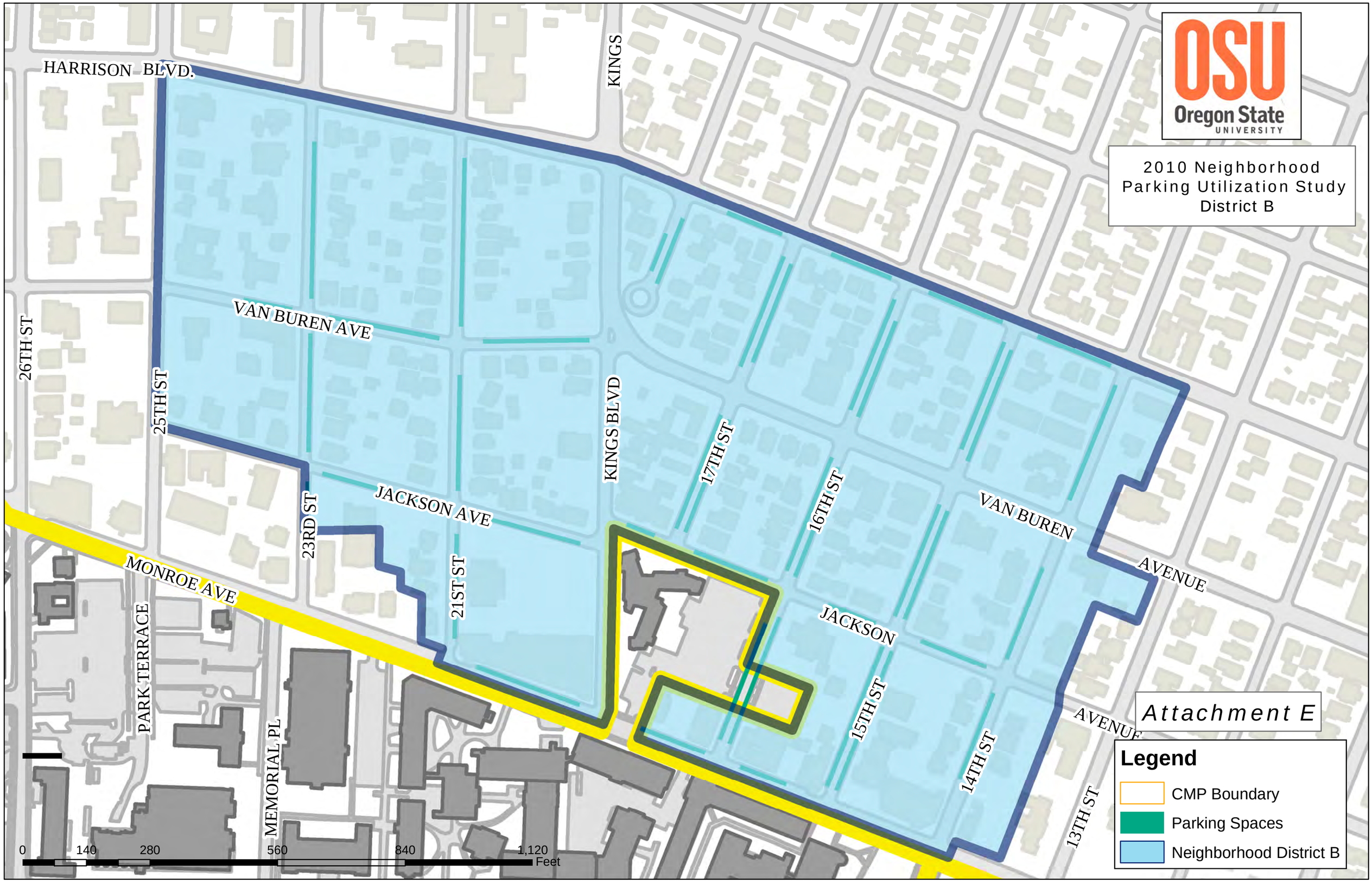
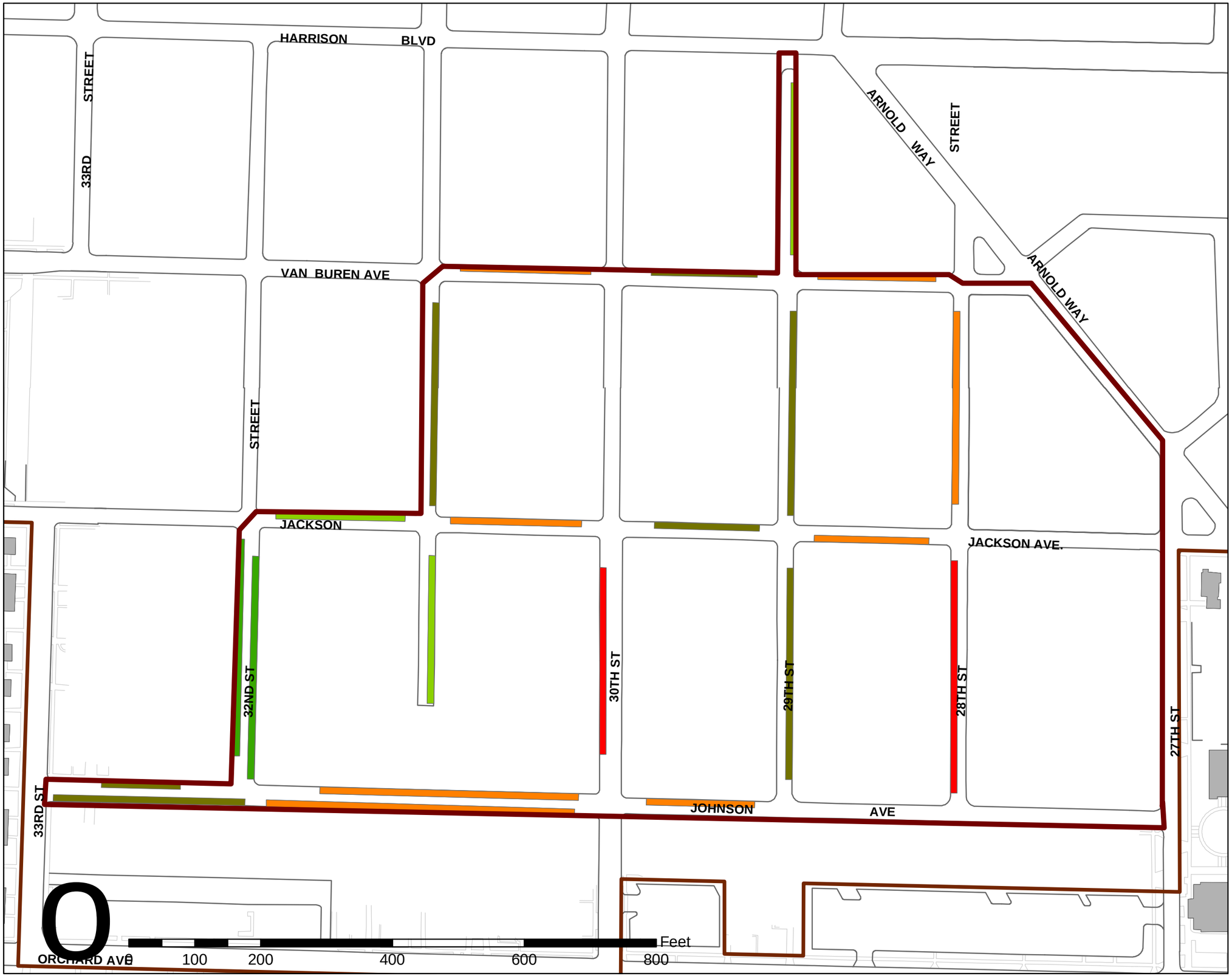

OSU
Oregon State
UNIVERSITY
2010 Parking
Utilization Study
Parking Utilization
Attachment B
Legend
CMP Boundary
CMP Sectors
Permitted Lots
25% and Below
25 - 70%
70 - 85%
85% and Above
Non-Permitted Lots
Decommissioned
Non-OSU
Non-Public
0
350
700
1,400
2,100
2,800
Feet


OSU
Oregon State
UNIVERSITY
2010 Parking Utilization Study
Parking Utilization by Sector
A
B
C
D
E
F
G
H
Attachment C
Legend
CMP Boundary
CMP Sectors
Percent Use by Sector
25% and Below
25 - 50%
51 - 75%
76% - 100%
0
350
700
1,400
2,100
2,800
Feet


OSU
Oregon State
UNIVERSITY
2010 Neighborhood
Parking Utilization Study
District A
33RD
STREET
VAN BUREN AVE
ARNOLD WAY
ARNOLD WAY
ARNOLD WAY
JACKSON
JACKSON AVE.
32ND ST
30TH ST
29TH ST
28TH ST
27TH ST
26TH ST
33RD ST
JOHNSON AVE
Attachment D
Legend
CMP Boundary
Parking Spaces
Neighborhood District A
0
100
200
400
600
800
Feet


OSU
Oregon State
UNIVERSITY
2010 Neighborhood
Parking Utilization Study
District B
HARRISON BLVD.
KINGS
VAN BUREN AVE
26TH ST
25TH ST
KINGS BLVD
17TH ST
16TH ST
VAN BUREN
AVENUE
JACKSON AVE
23RD ST
21ST ST
MONROE AVE
JACKSON
15TH ST
14TH ST
AVENUE
13TH ST
PARK TERRACE
MEMORIAL PL
Attachment E
Legend
CMP Boundary
Parking Spaces
Neighborhood District B
0
140
280
560
840
1,120
Feet



OSU
Oregon State UNIVERSITY

2010 Neighborhood Street Parking Study
Attachment F

West College Hill (District A) Parking Survey Results

Legend

District A Boundary

Percent Utilization (A)

- 25% and Under
- 26 - 50%
- 51 - 75%
- 75 - 95%
- 95% and Over

Parking capacity based on Corvallis Land Development Code regulations (Vehicle Capacity indicated in callout)

OSU Campus Planning
February 1, 2011
GIS File: PUS2010_OffCmps_PCap.mxd

2010 Neighborhood Street Parking Study

Attachment G

North College Hill (District B) Parking Survey Results

Legend

District B Boundary

Percent Utilization (B)

- 0 - 25%
- 25 - 50%
- 51 - 75%
- 76 - 95%
- 95 - 100%

Parking capacity based on Corvallis Land Development Code regulations (Vehicle Capacity indicated in callout)

OSU Campus Planning
February 1, 2011
GIS File: PUS2010_OffCmps_PCap.mxd

Appendix D Base Transportation Model Report

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: January 13, 2015 Project #: 18206

To: Rebecca Houghtaling, Oregon State University

From: Phill Worth, Kelly Laustsen, and Ribeka Toda
Project: Base Transportation Model Update: 2014-2015
Subject: Summary of Existing Intersection Operating Conditions for Vehicles

EXECUTIVE SUMMARY

A technical assessment of vehicular operations has been completed at thirty-three street intersections surrounding the Oregon State University (OSU) campus. Twenty-eight of these intersections are the focus of an annual monitoring program, required by the City of Corvallis (City), as a condition of approval of the OSU Campus Master Plan. Results of the annual assessment are used by OSU and the City to determine (1) whether or not it is necessary to make improvements at any of these intersections and (2) the proportional fair share (if any) that OSU should contribute toward the cost of the improvement. Five of these intersections are additional locations OSU also elected to assess this year for OSU purposes only.

Four study intersections are currently not meeting the applicable standards during the a.m. and/or p.m. peak hour, based on traffic volumes measured in October 2014. Geometric modifications were considered for each intersection to determine if there would be a net benefit for all travelers through the intersection. No geometric modifications were found to reduce overall intersection delay and many had an adverse impact on total intersection delay, increased exposure of pedestrians to motor vehicle conflicts, or both. As a result, no geometric modifications are recommended. Other options and the associated trade-offs for dealing with the substandard performance have been developed for each of these four intersections and are presented at the conclusion of this document.

Three of the four intersections referenced above were previously reported to not meet standards (2013-2014 BTM Update). Four other intersections that did not meet standards in 2013-2014 now meet standards in the 2014-2015 analysis. One of these is the intersection of 15th Street/Washington Way, where a traffic signal was recently constructed (though it was operating as an all-way stop at the time traffic data was collected).

Results of the technical assessment and the options summarized in this document will inform discussions between OSU and the City regarding the appropriate actions moving forward. Outcomes of these discussions could include revisions to the methods of measuring transportation system performance and determining mutually agreeable solutions and fair share proportionality of responsibility.

INTRODUCTION

This memorandum summarizes a technical assessment of vehicular performance at thirty-three study intersections surrounding the Oregon State University (OSU) campus in Corvallis, Oregon. Documentation of this assessment satisfies an annual City of Corvallis (City) reporting requirement that is referred to as the Base Transportation Model (BTM) Update. As previously noted, twenty-eight of the intersections studied are required by the City of Corvallis, while OSU has elected to study an additional five intersections for its own purposes. The analysis conducted for this BTM Update utilizes the same analysis tools and procedures applied for the 2013-2014 BTM Update. However, this methodology is distinct from that previously employed and, as such, special care should be taken when attempting to compare current results to annual reports before 2013-2014.

This memorandum is organized as follows:

- **Study Intersections** – a map of the study area showing the location of study intersections and the functional classification of public streets and a set of diagrams illustrating the configuration and method of control at each intersection.
- **2014-2015 Analysis Methodology** – a description of the procedures used to analyze the collected data. Descriptions of the changes in methodology from previous BTM Updates are provided, as well as the likely implications of these changes on the reported results.
- **Traffic Volume Data** – a description of the traffic data collected for the report and summary of the tube count data collected at ten roadway locations on campus.
- **2014-2015 Analysis Results** – maps and diagrams that summarize the vehicular demands measured at the study intersections and on key roadway segments, tables and diagrams that summarize the vehicular operations analysis results at each intersection, and tables that allow a fair comparison of traffic volumes and vehicular operations results across multiple BTM reports.
- **Considerations for Intersections Not Meeting Standards** – a summary description of potential approaches to addressing vehicular performance issues, supplemented with vehicular operations analysis of certain improvement options.

STUDY INTERSECTIONS

The intersections studied this year are consistent with past BTM Update reports, though an additional five intersections were selected to be studied this year that were not counted in past years. OSU elected to include the additional intersections, based on infrastructure changes in the area. The results are for the university's purposes and not required by the City. The other twenty-eight intersections were originally selected by the City and OSU to identify changes in traffic flows and operations that might be associated with campus development, city and regional growth, and changes to community travel patterns. **Figure 1** maps the study intersections and functional classifications of streets within the study area.

Intersections 1 through 28 are those required as part of the BTM report. Existing lane configurations and traffic control devices at the study intersections are diagramed in **Figures 2a** and **2b**. Where driveways are in close proximity to the intersection and influence operations at the intersection, they are included in the analysis.

2014-2015 ANALYSIS METHODOLOGY

The City and the Oregon Department of Transportation (ODOT) have jurisdiction over the primary public streets in the study area. Each agency has established vehicular intersection performance as an important criterion for evaluating the effectiveness of the roadway network in meeting vehicular demands. Both agencies rely on analytical methods that are defined in the *2000 Highway Capacity Manual* (Reference 1), specifically methods of calculating intersection level of service (LOS) and volume-to-capacity ratio.[1] *Appendix A* provides a description of level of service and how it is measured. LOS is directly based on delay, with each LOS grade corresponding to a range of delay. Volume-to-capacity is a comparison of measured (or estimated) vehicular volumes in a given period of time against the estimated capacity of the intersection to accommodate vehicular demand.

At signalized and all-way-stop-controlled intersections, LOS, delay, and volume-to-capacity ratio are measured and reported for the overall intersection. At two-way-stop-controlled intersection, LOS, delay, and volume-to-capacity ratio are reported for the critical movement, defined as the movement with the longest delay. Typically, the critical movement is the left-turn from the stop-controlled approach.

Intersection Performance Standards

The acceptable City performance standard is LOS "D" or better for all public intersections, regardless of how they are controlled (e.g., stop sign, traffic signal). This standard is established in Section 11.3.9 of

[1] Some regions of ODOT have begun to use analytical methods from the *2010 Highway Capacity Manual*.

Roadway Functional Classification and Vehicle Operations Study Intersections
Oregon State University Vehicle Operations Update
Corvallis, Oregon

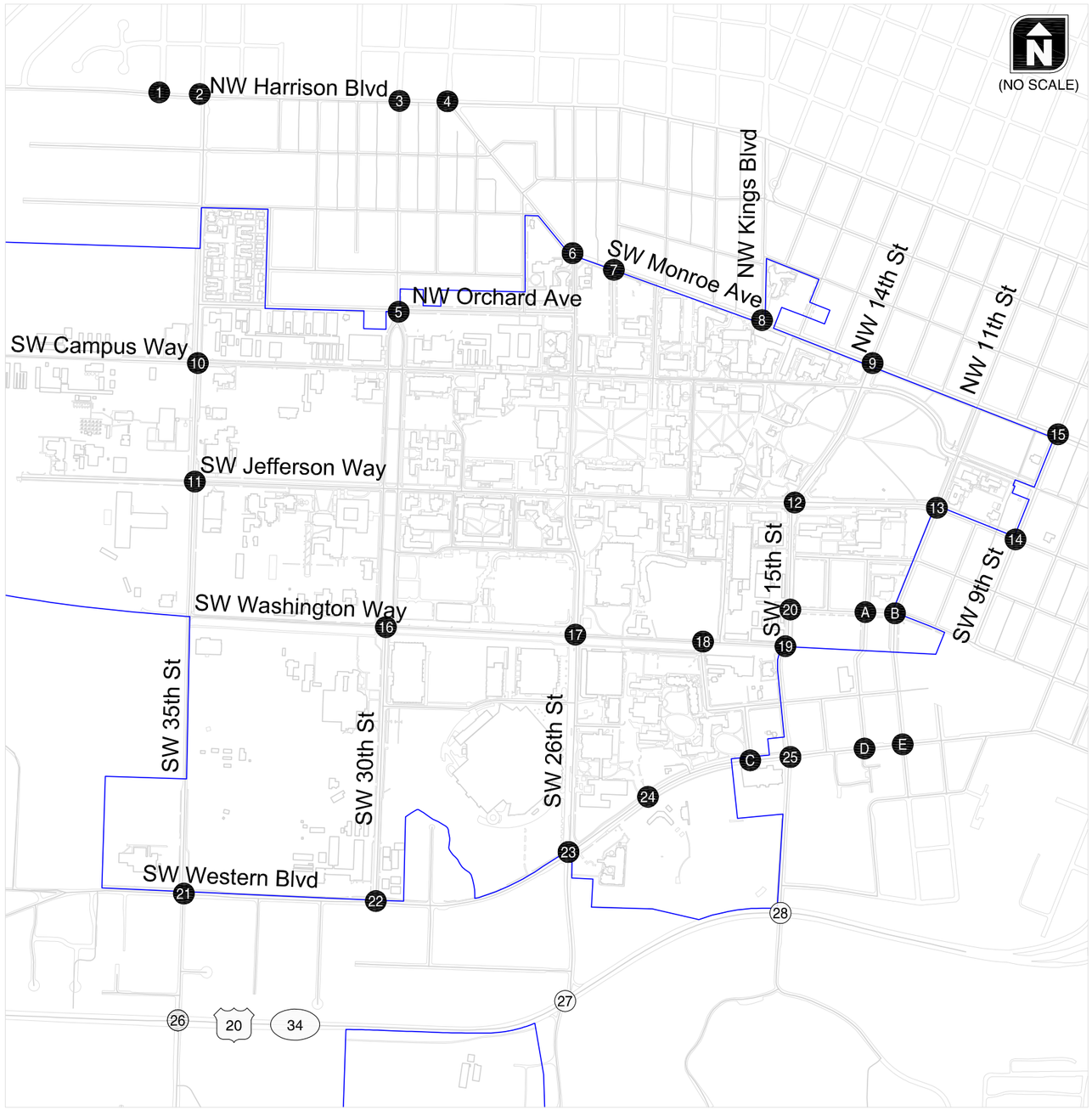
Figure
1

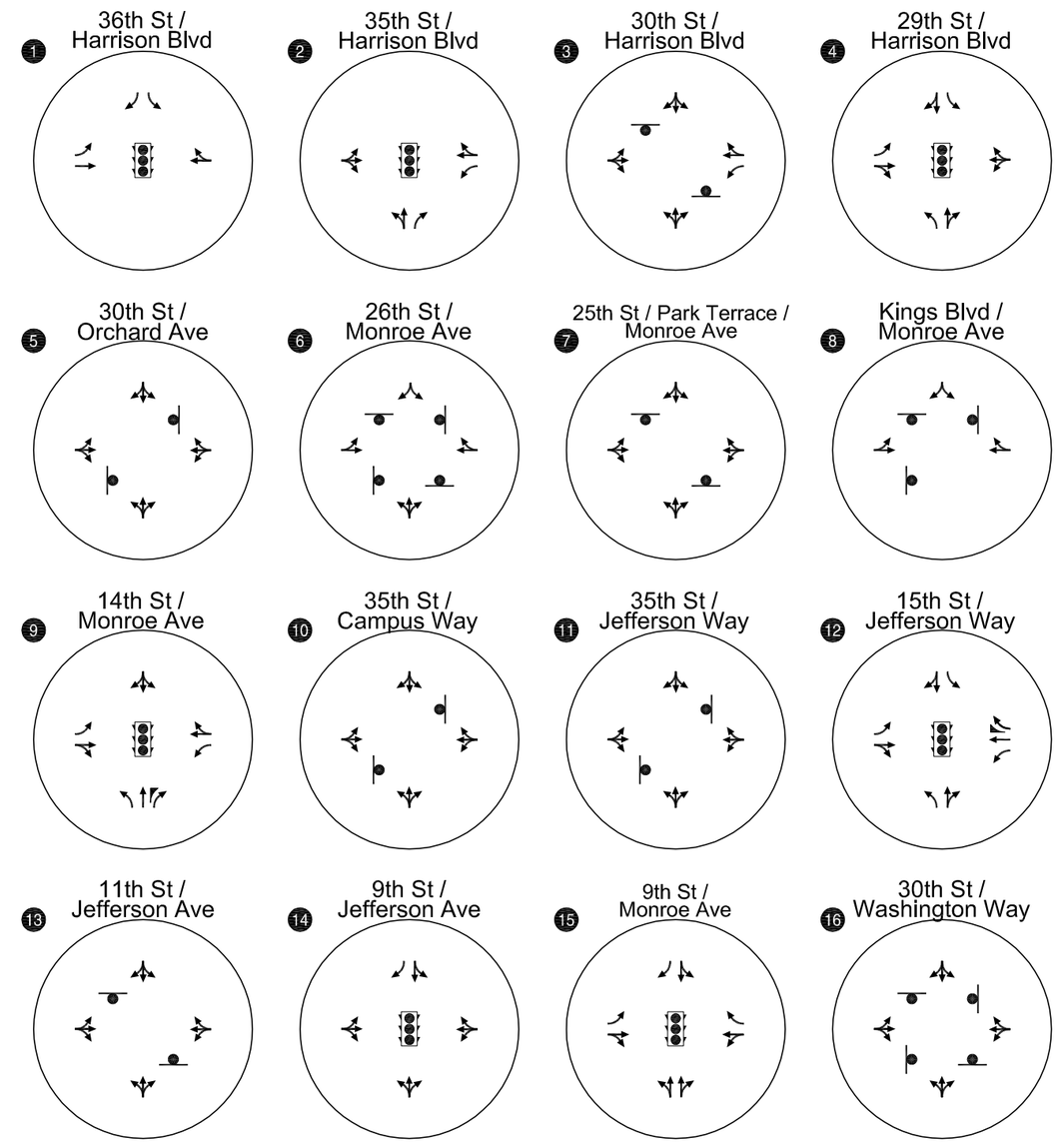
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Data provided by Oregon State University.





- Campus Boundary
- ## - Study Intersection (City)
- ## - Study Intersection (ODOT)
- A - OSU Study Intersection
- Stop Sign
- Traffic Signal

Existing Lane Configurations and Traffic Control Devices
Corvallis, Oregon

Figure 2a

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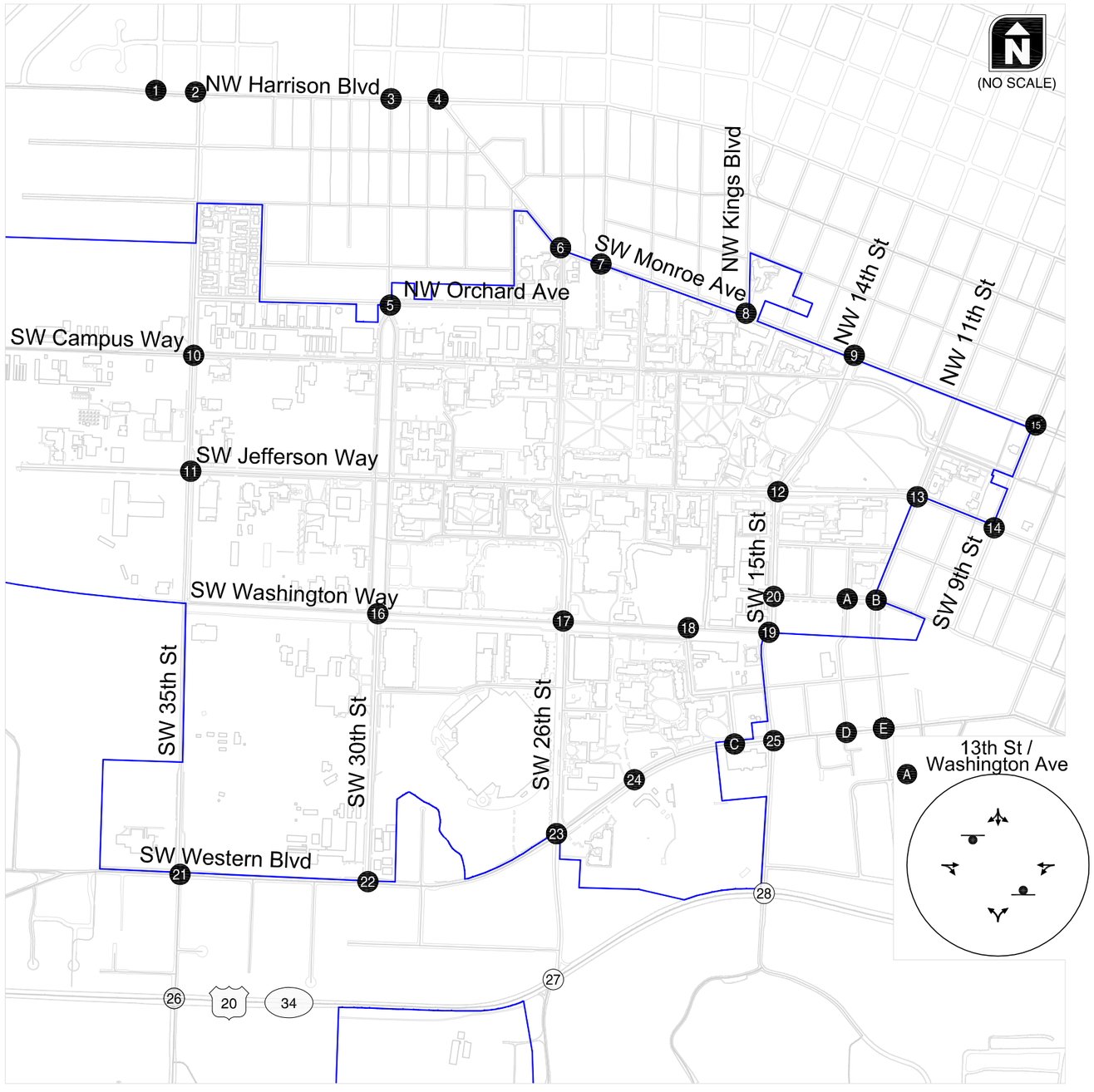
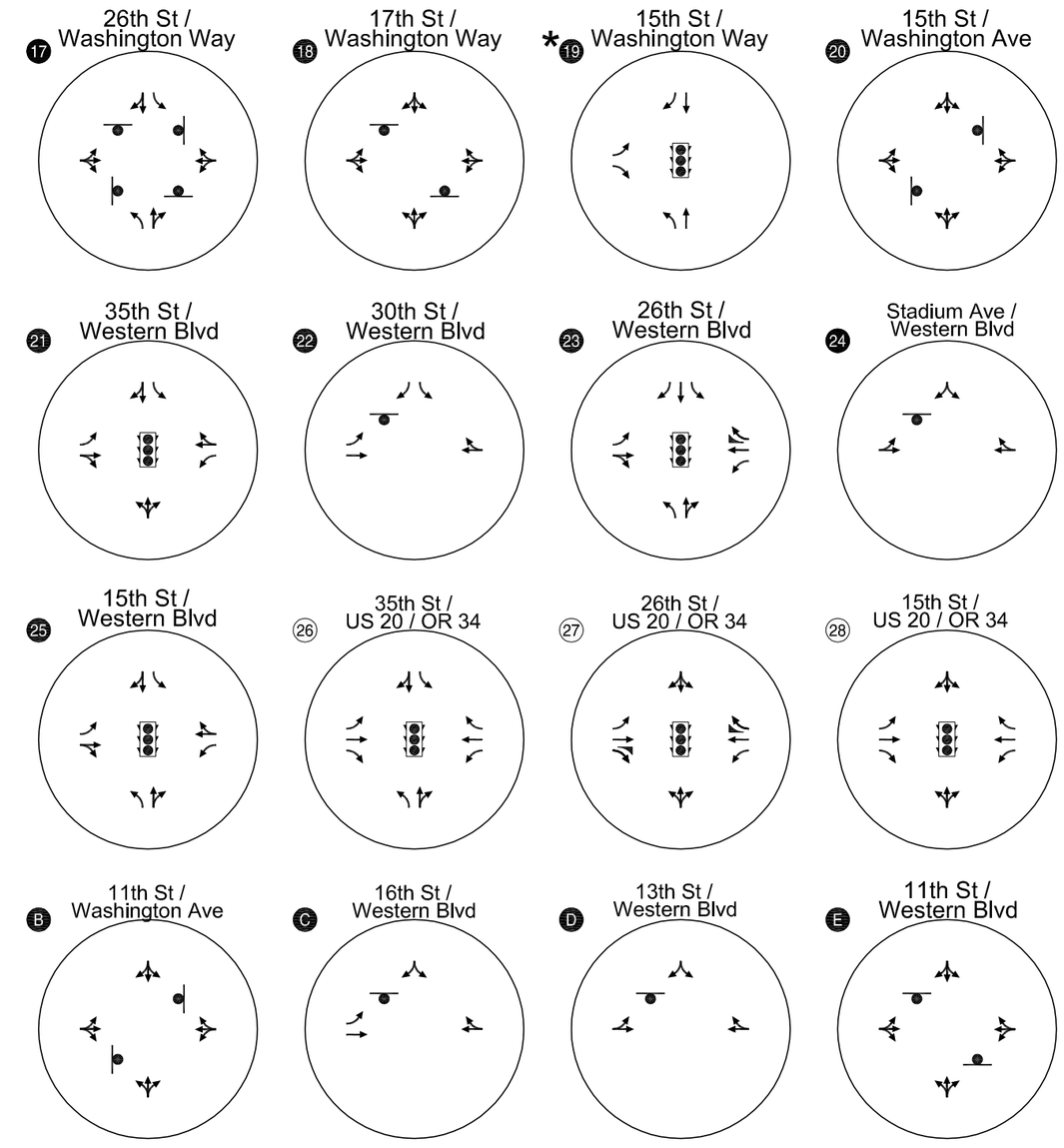




- Campus Boundary
- ## - Study Intersection (City)
- ## - Study Intersection (ODOT)
- A - OSU Study Intersection
- Stop Sign
- Traffic Signal

* Signal and turn lanes installed in 2014. Signal was not yet operational when traffic counts were collected.

Existing Lane Configurations and Traffic Control Devices
Corvallis, Oregon

Figure 2b

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

H:\projfile\18206 - OSU 2014-15 BTM Report\dwgs\Figs\18206_Basemap.dwg Jan 12, 2015 - 9:42am - klaustsen Layout Tab: 2_StudyInt-2

the City of Corvallis Comprehensive Plan (Reference 2). LOS "D" corresponds to a delay between 35 and 55 seconds at signalized intersections and a delay between 25 and 35 seconds at unsignalized intersections.

ODOT uses volume-to-capacity (V/C) ratio to assess intersection operations on state facilities. Table 6 of the *Oregon Highway Plan* (OHP, Reference 3) establishes maximum volume-to-capacity ratios for all signalized and unsignalized intersections on state facilities. The OHP ratios are used to support planning efforts to identify and address future system deficiencies. The ODOT-controlled intersections within the study area are located along the Newport-Corvallis Highway (US 20 / OR 34), which is designated as an urban principal arterial and statewide freight route within a Metropolitan Planning Organization (Corvallis Area Metropolitan Planning Organization). Therefore, the intersection performance standard on this highway is a volume-to-capacity ratio of 0.85 or lower.

Analysis Tool

As with last year's BTM update, Synchro 7 is the software analysis tool used for the 2014-2015 operational analysis. Synchro applies the *2000 Highway Capacity Manual* (HCM) intersection analysis methodologies required by the City and ODOT and specifically accounts for peak hour traffic patterns, the level of pedestrian and bicycle activity[2], the signal timing, intersection geometry, and lane configurations. BTM updates prior to the 2013-2014 report relied on the BTM Tool for forecasting and analysis of intersection operations. As such, caution should be used when attempting to compare 2014-2015 results with BTM Update reports prior to 2013-2014. Additional information about the ability and appropriateness of comparisons is offered in the section titled "Cautions Regarding Comparisons to Previous Analyses."

TRAFFIC VOLUME DATA

Analysis of intersection operations during typical weekday morning and evening peak conditions have been completed based on volumes measured during fall term of the OSU 2014-2015 academic year.

Measured Volumes

Two types of traffic volume counts were completed in order to establish an understanding of traffic flows on key streets in the area (tube counts), as well as peak traffic demands at each study intersection (intersection counts). Seventy-two hour vehicle classification counts (tube counts) were collected at many locations on and near campus. Examination of this data reveals a profile of vehicular

[2] It should be noted that at all-way-stop-controlled intersections, the HCM does *not* account for bicycle and pedestrian activity. Therefore, at intersections with heavy bicycle and/or pedestrian demand, the HCM operational results may not accurately report vehicular delay.

demand over the course of a day and the relationship of peak periods of demand (such as morning and evening commuter peaks) to demands throughout the day. This data was also used to identify when peak period counts (a.m. and p.m.) should be taken at the study intersections.

Tube Counts

Vehicular demand data was collected from October 21, 2014 through October 23, 2014 at 10 locations, as shown in **Figure 3**. The data includes vehicle volume, classification (e.g., motorcycle, auto, light truck, bus, and heavy vehicle), direction of travel, and speed. Data was collected at these same locations in October 2013. Graphs contained within **Figure 3** show the average hourly directional (red and green lines) and bi-directional weekday traffic volume profile at each tube count location.

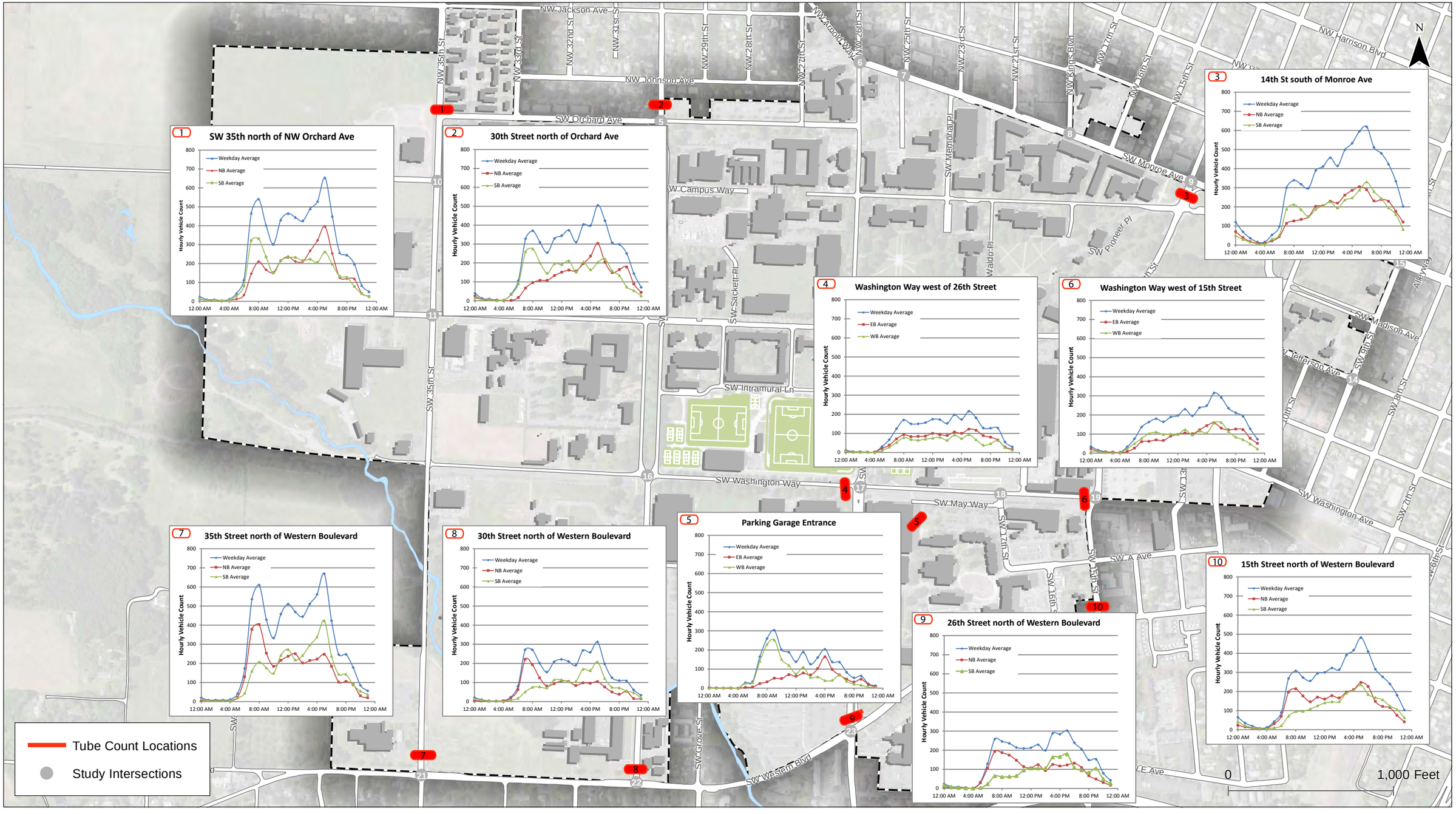
Table 1 provides a summary of the average weekday total volume and peak hour volume at each tube count location compared to the data collected in 2013. As seen in **Table 1** and **Figure 3**, of the locations where data was collected, traffic volumes are highest on 14th Street, south of Monroe Avenue and on 35th Street, north of Western Boulevard. Only two locations[3] (30th Street and 35th Street, both north of Western Boulevard) experience the higher vehicular demand during the weekday morning versus evening commuter peak (beginning at 7:30 a.m.). The data collected is provided in *Appendix B.*

Table 1: Average Weekday Roadway Volumes at Tube Count Locations

Tube Count Location	2013			2014		
	Average Daily Traffic (ADT)[1]	Peak Hour Volume[1]	Start of Peak Hour	Average Daily Traffic (ADT)[1]	Peak Hour Volume[1]	Start of Peak Hour
35th St, north of Orchard Ave	7,020	675	4:45 PM	6,655	660	4:45 PM
35th St, north of Western Blvd	5,925	670	4:45 PM	7,035	695	7:30 AM
30th St, north of Orchard Ave	5,400	535	6:00 PM	5,625	505	5:00 PM
30th St, north of Western Blvd	3,670	395	7:30 AM	3,345	330	7:30 AM
15th St, north of Western Blvd	6,700	545	4:45 PM	5,415	485	4:45 PM
14th St, south of Monroe Ave	8,830	725	5:00 PM	7,525	620	5:45 PM
26th St, north of Western Blvd	2,680	270	5:00 PM	3,755	310	3:15 PM
Washington Way west of 26th Ave	2,915	280	5:00 PM	2,605	215	5:00 PM
Washington Way west of 15th Ave	4,645	410	5:00 PM	3,560	315	5:00 PM
Parking Garage (Main entrance/exit)	2,210	225	9:15 AM	2,515	325	9:30 AM
Total Tube Count Volumes	47,785[2]	4,290[3]	5:00 PM[3]	45,520[2]	4,050[3]	5:00 PM[3]

Notes: Shading indicates which year had the highest daily and/or peak hour volume
[1]Rounded to the nearest 5 vehicles
[2]Excluding Parking Garage
[3]Reflective of System Peak Hour, Excluding Parking Garage

[3] The parking garage is a campus destination, providing a vehicle demand profile that is uniquely different from through-street locations that carry a combination of campus and non-campus traffic.



Tube Count Locations and Hourly Volume Profiles
Oregon State University Vehicle Operations Update
Corvallis, Oregon

Figure **3**

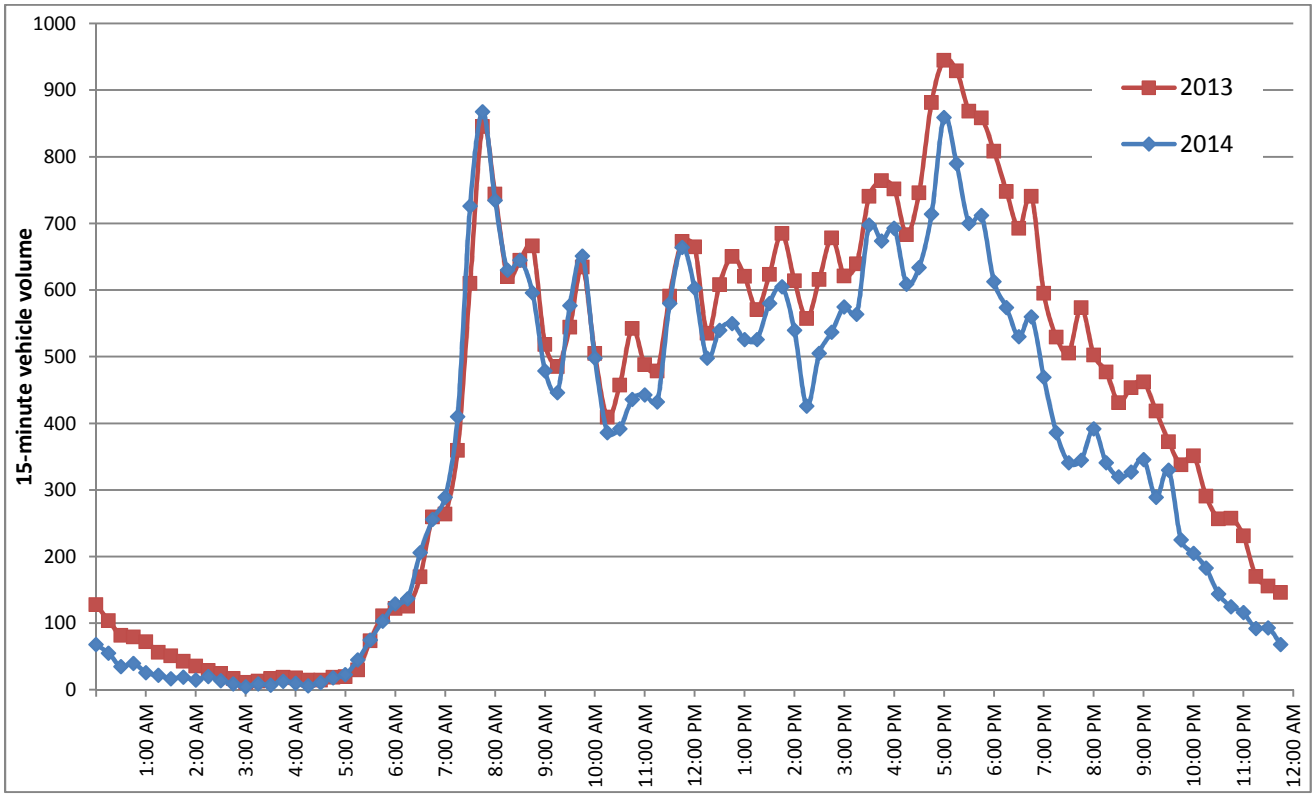
Kittelson & Associates, Inc.
Transportation Engineering/Planning

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

As seen in the table, average daily traffic decreased at six of the locations and peak hour traffic decreased at seven of the locations, as compared to the 2013 data. At 35th Street, north of Western, the peak hour shifted from the late afternoon (4:45 p.m.) to the morning (7:30 a.m.) and the peak hour volume increased by approximately four percent (this may be due, in part, to construction activity occurring west of 35th Street and north of Western Boulevard and on campus). The largest decreases in traffic were observed at Washington Way, west of 15th Street; 15th Street, north of Western Boulevard; and 14th Street, south of Monroe Avenue, where traffic declined by approximately 23 percent, 19 percent and 15 percent, respectively (this may be partially explained by impacts to travel patterns due to the recent construction on 15th Street). The total measured ADT (excluding the parking garage[3]) also declined between the 2013 data and 2014 data by approximately three percent.

The graph in **Exhibit 1** illustrates the cumulative of all traffic volumes measured by the road tubes (excluding the parking garage) throughout the day in 2013 compared to 2014. This time-of-day profile of traffic volumes reveals a very strong similarity between the two years of data. The profile and magnitude are nearly identical between 2:00 a.m. and noon. The profiles remain remarkably similar throughout the remainder of the day, but at a lower magnitude in 2014 compared to 2013. As seen in the graph, the greatest decline in traffic volumes from 2013 to 2014 is evident in the second half of the day.

Exhibit 1: System Volume Comparisons from 2013 to 2014



Intersection Counts

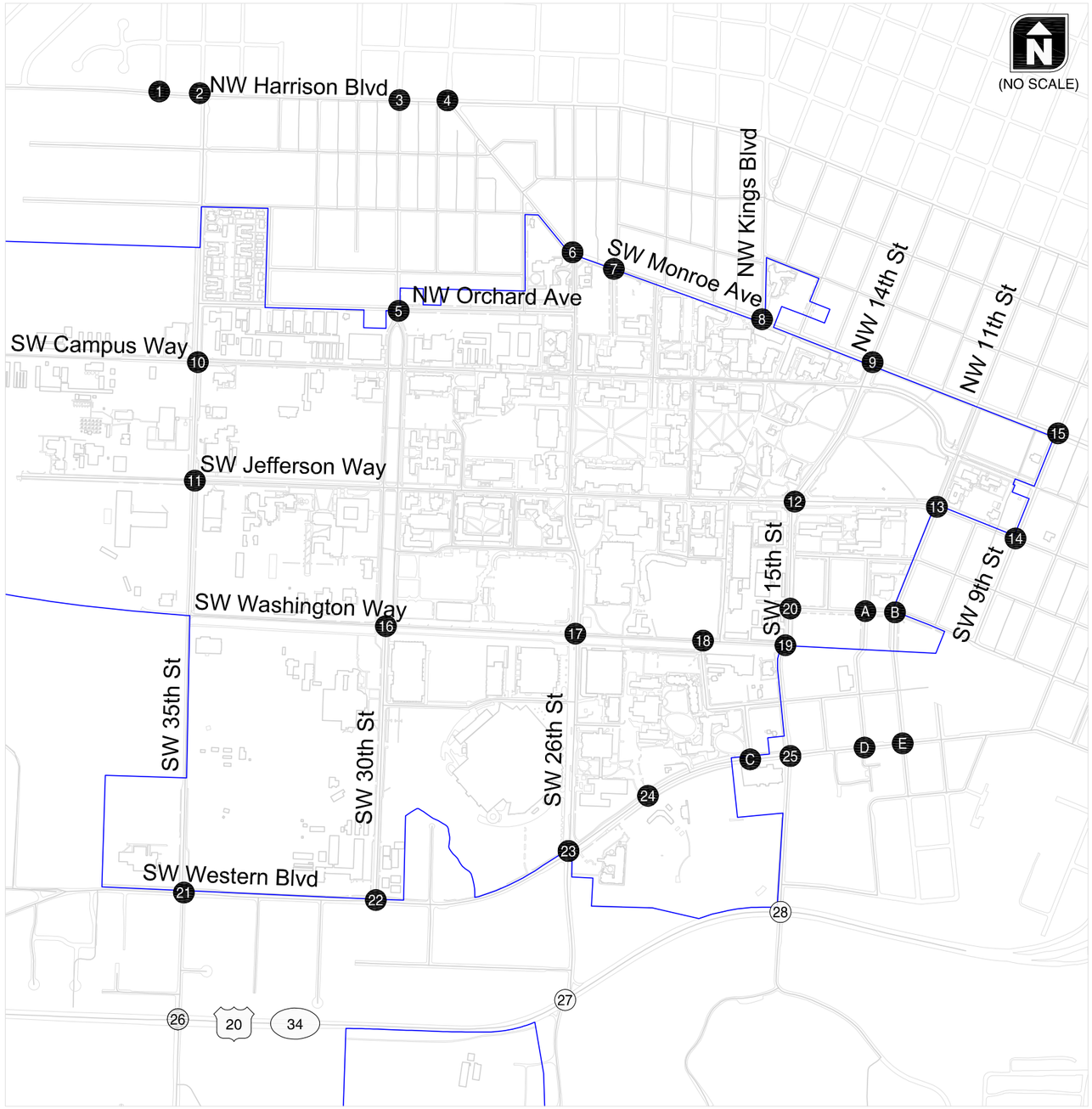
Figures 4a, **4b**, **5a**, and **5b** provide a summary of the intersection turning movement counts (rounded to the nearest five vehicles per hour) that were collected at each of the thirty-three study intersections for the weekday a.m. and p.m. peak hours, respectively. Data was collected on Wednesday, October 29, 2014. Not shown in the figures is pedestrian and bicycle demand data that also was collected at each intersection during each peak period. As previously noted, these pedestrian and bicycle demands were incorporated into the vehicular intersection analysis.

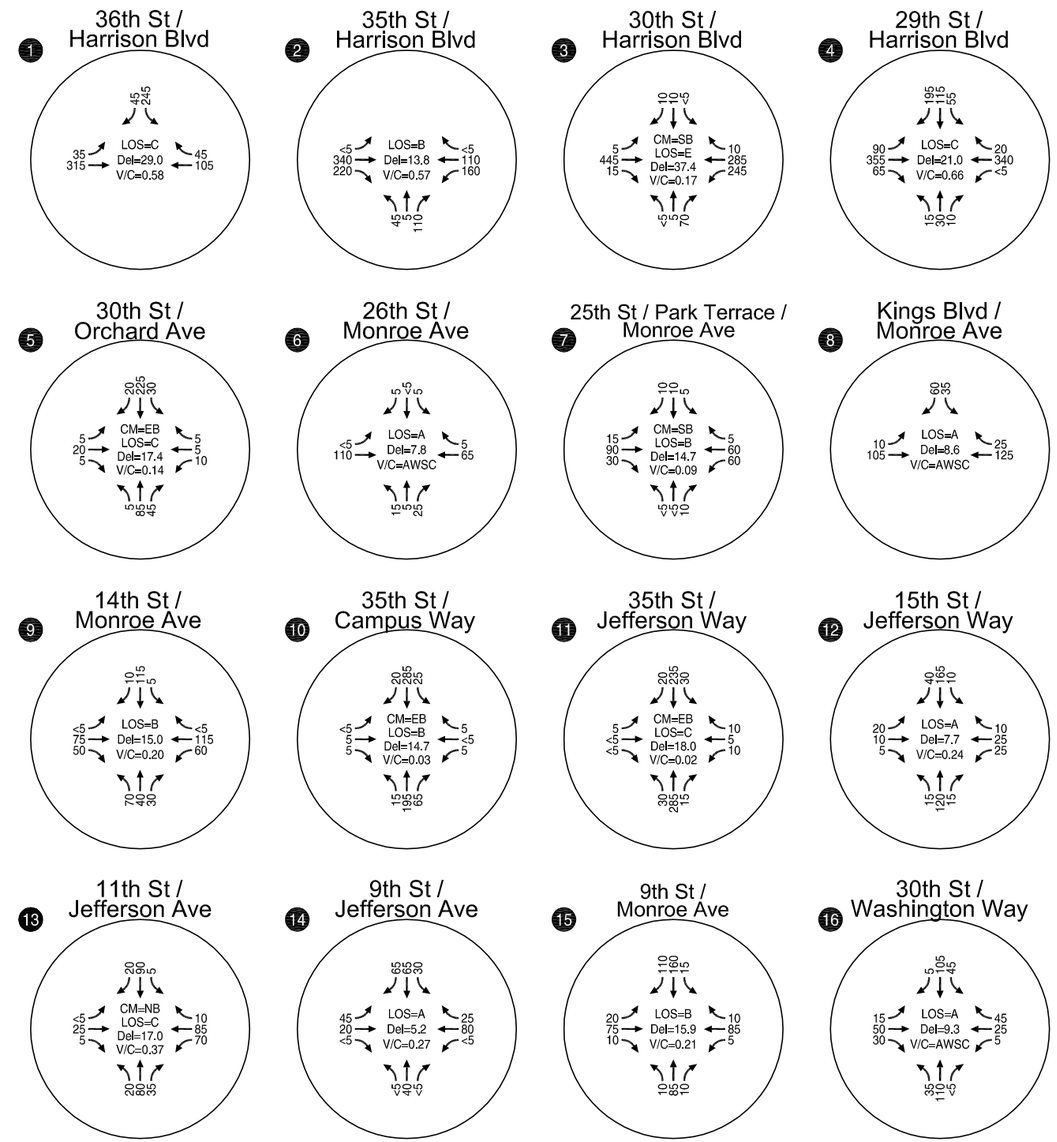
2014-2015 INTERSECTION ANALYSIS RESULTS

Vehicular level-of-service (LOS) and volume-to-capacity (v/c) ratios were calculated for each of the study intersections, based on the volume of vehicles, pedestrians, and bicyclists measured on a typical weekday in late October 2014. An assessment of traffic volumes at key locations[4] identified the weekday a.m. peak hour as 7:30-8:30 a.m. and the weekday p.m. peak hour as 4:50-5:50 p.m. **Figures 4a**, **4b**, **5a**, and **5b** provide a summary of the 2014-2015 operations analysis results for the weekday a.m. and p.m. peak hours, respectively. As indicated in the figures, while a signal was recently installed at the intersection of 15th Street & Washington Way, the signal was not operational when the traffic counts were collected. At that time, it was displaying a flashing red signal for all approaches to the intersection. Therefore, the intersection was analyzed both as an all-way-stop-controlled intersection (as operating during data collection) and a signalized intersection (as currently operating).

A total of four intersections do not meet performance standards during the a.m. peak hour and/or p.m. peak hour. **Table 2** provides a summary of vehicular operations at these intersections. As noted in the table, three of the intersections that are not meeting standards in the 2014-2015 analysis also did not meet standards in the 2013-2014 analysis. Of the four intersections identified as not meeting standards, none are deemed appropriate for geometric modification. This is because a relatively small number of vehicles experience delay in excess of the standards and the geometric modifications that might reduce this delay would create substantially greater delay for other motorists at the intersection and/or increase the exposure of pedestrians and bicyclists to motorist conflicts, raising the risk of more crashes.

[4] Key locations included the intersections that did not meet standards in the 2011-2012 OSU Base Transportation Model Update report (15th Street/Washington Way, 30th Street/Western Boulevard, and 30th Street/Harrison Boulevard) and that were used to identify the peak hours in the 2013-2014 assessment. Peak hours were corroborated with twenty-four hour vehicle classification counts (tube counts).





- Campus Boundary
- ## - Study Intersection (City)
- ## - Study Intersection (ODOT)
- A - OSU Study Intersection

CM - Critical Movement
LOS - Intersection Level-of-Service (Signalized/ AWSC) / Critical Movement Level-of-Service (TWSC)
Del - Intersection Average Control Delay (Signalized/ AWSC) / Critical Movement Control Delay (TWSC)

V/C - Critical Volume-to-Capacity Ratio
TWSC - Two-Way Stop Control
AWSC - All-Way Stop Control

Existing Intersection Operations - Weekday AM Peak Hour
Corvallis, Oregon

Figure 4a

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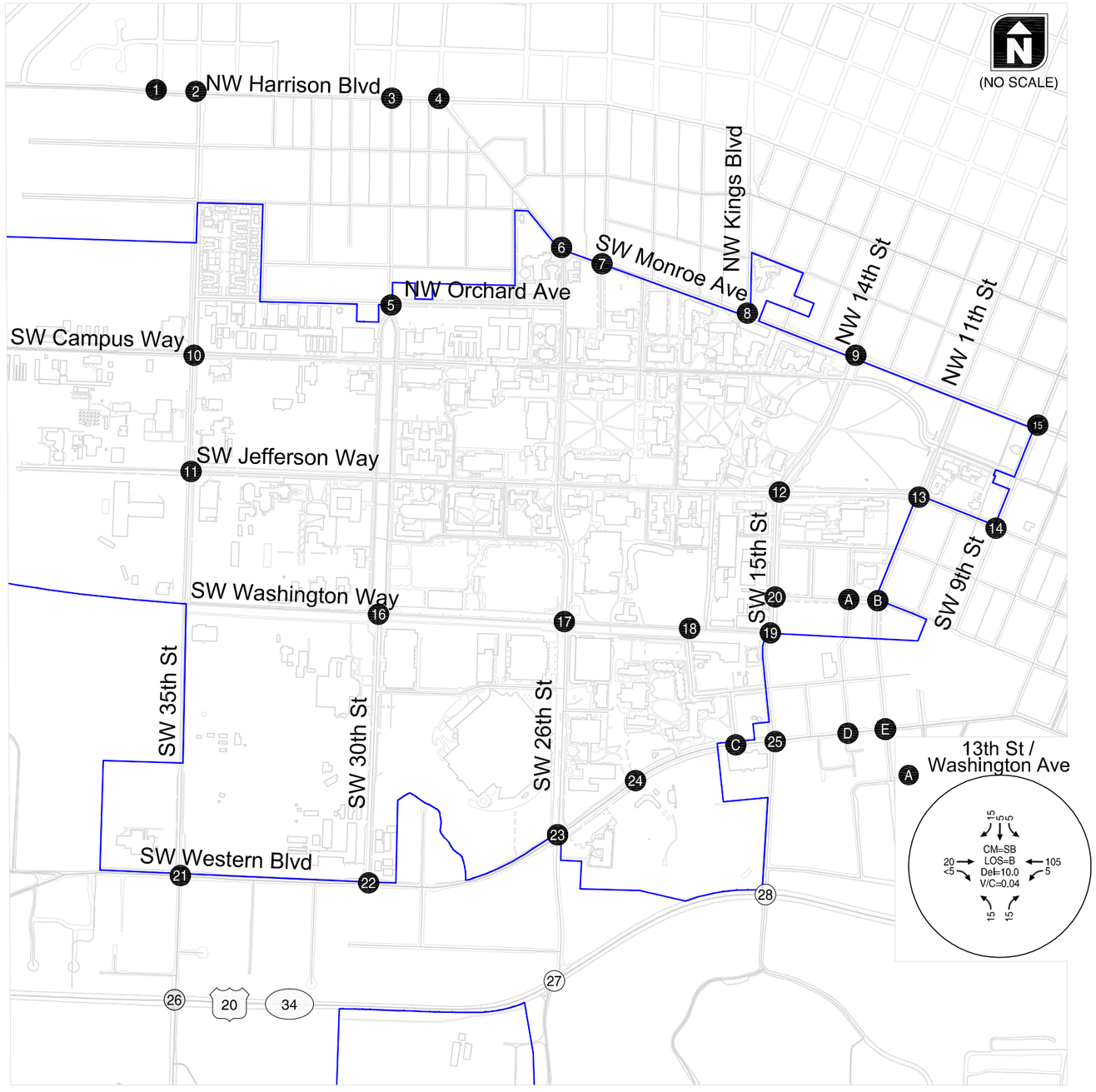

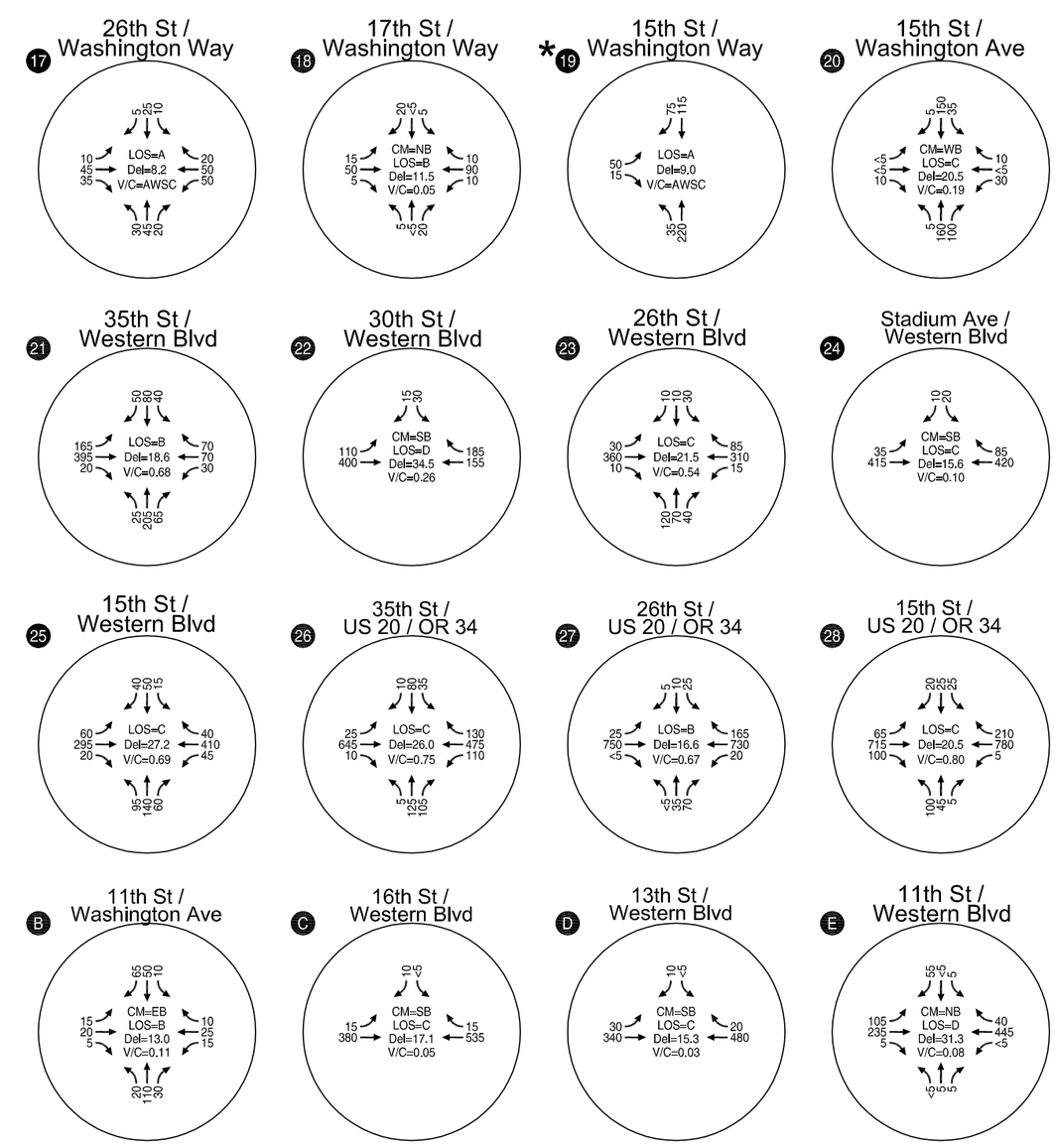

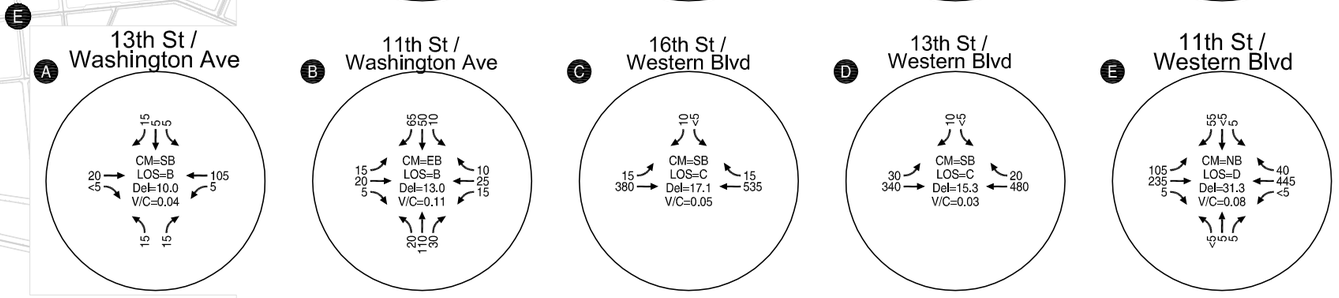

*Signal and turn lanes installed in 2014. Signal was not yet operational when traffic counts were collected so operations are shown for AWSC.

- Campus Boundary
- ## - Study Intersection (City)
- ## - Study Intersection (ODOT)
- A - OSU Study Intersection

CM - Critical Movement
LOS - Intersection Level-of-Service (Signalized/ AWSC) / Critical Movement Level-of-Service (TWSC)
Del - Intersection Average Control Delay (Signalized/ AWSC) / Critical Movement Control Delay (TWSC)

V/C - Critical Volume-to-Capacity Ratio
TWSC - Two-Way Stop Control
AWSC - All-Way Stop Control

Existing Intersection Operations - Weekday AM Peak Hour
Corvallis, Oregon

Figure 4b

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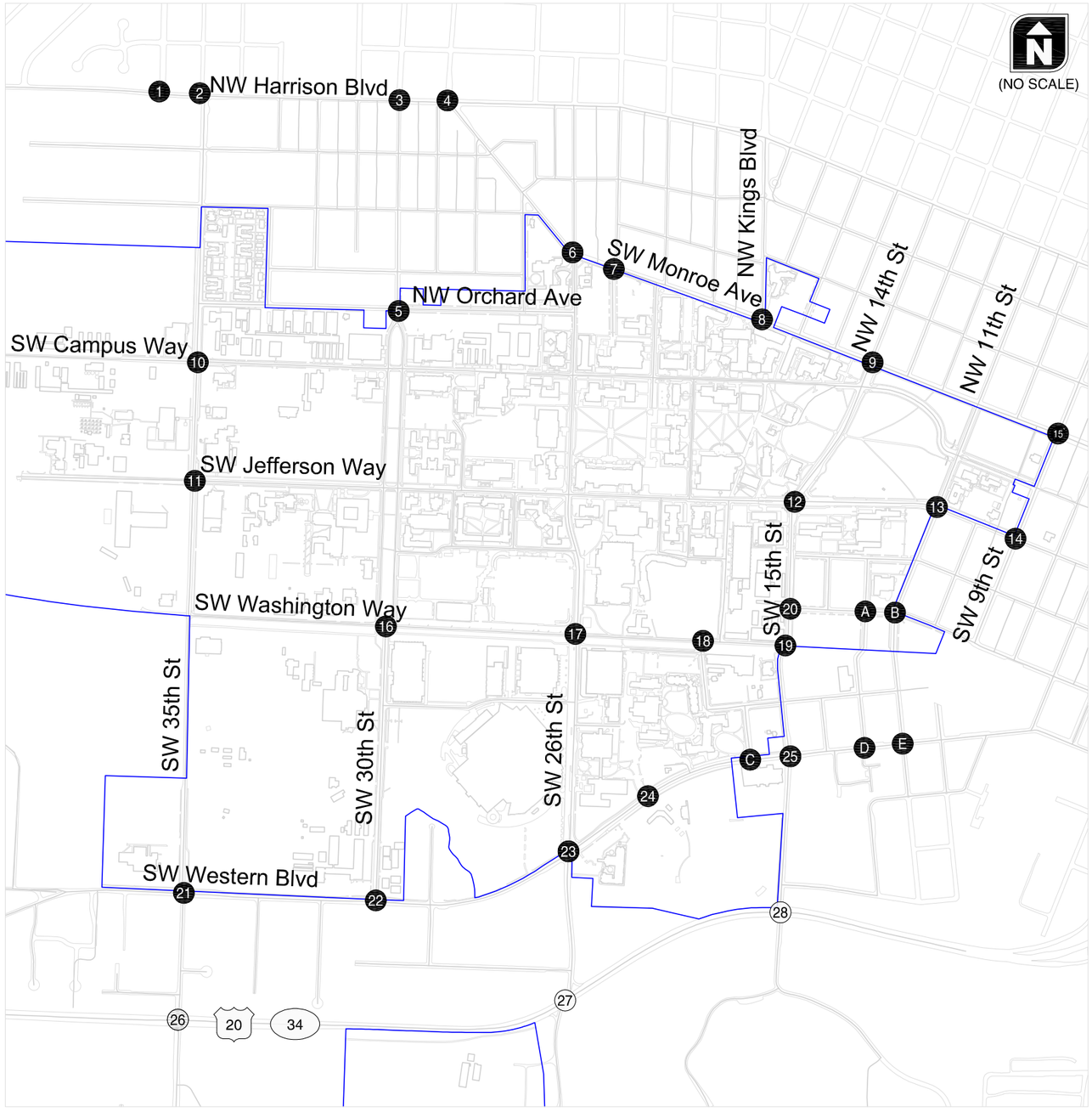

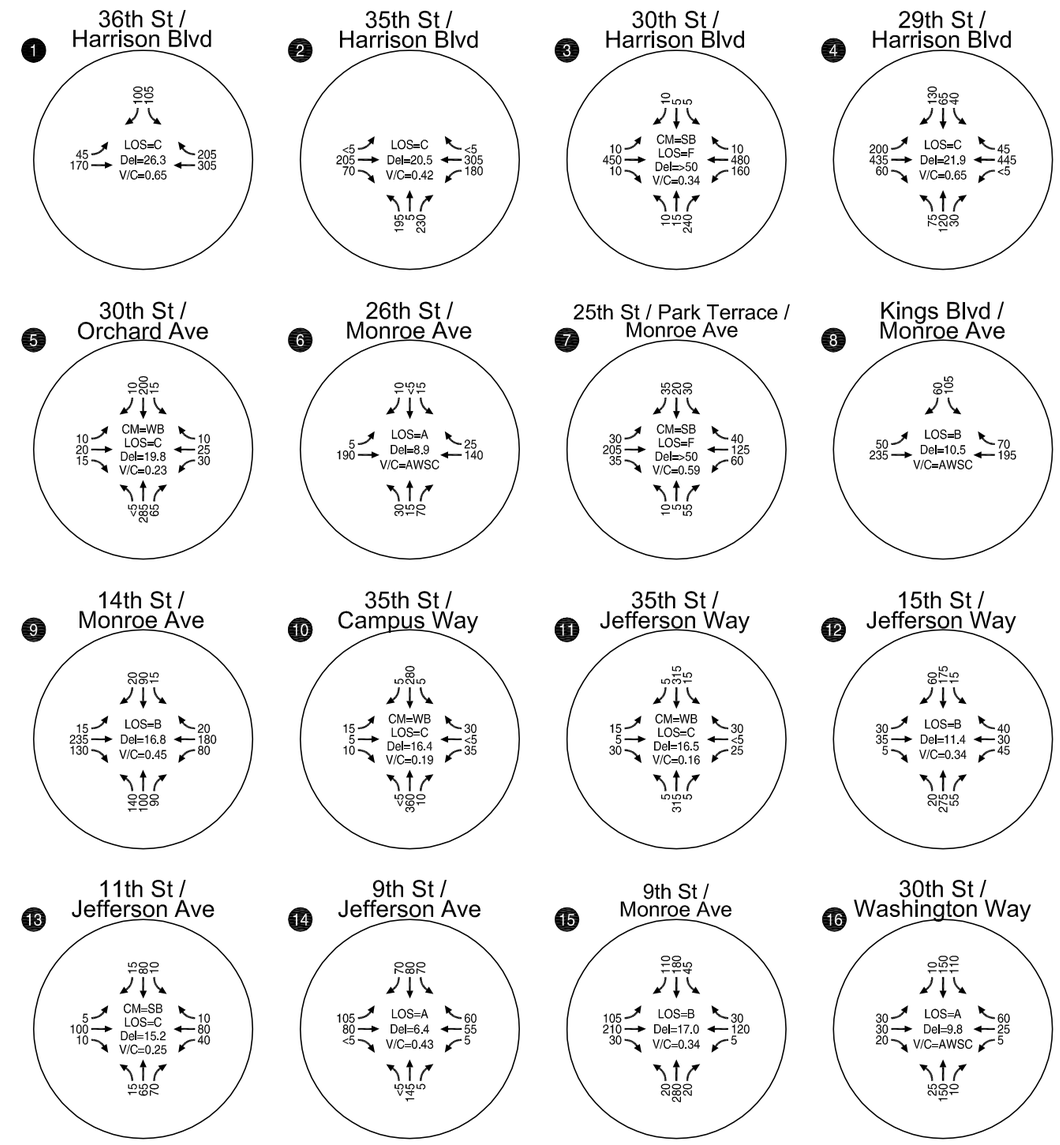

- Campus Boundary
- ## - Study Intersection (City)
- ## - Study Intersection (ODOT)
- A - OSU Study Intersection

CM - Critical Movement
LOS - Intersection Level-of-Service (Signalized/ AWSC) / Critical Movement Level-of-Service (TWSC)
Del - Intersection Average Control Delay (Signalized/ AWSC) / Critical Movement Control Delay (TWSC)

V/C - Critical Volume-to-Capacity Ratio
TWSC - Two-Way Stop Control
AWSC - All-Way Stop Control

Existing Intersection Operations - Weekday PM Peak Hour
Corvallis, Oregon

Figure 5a

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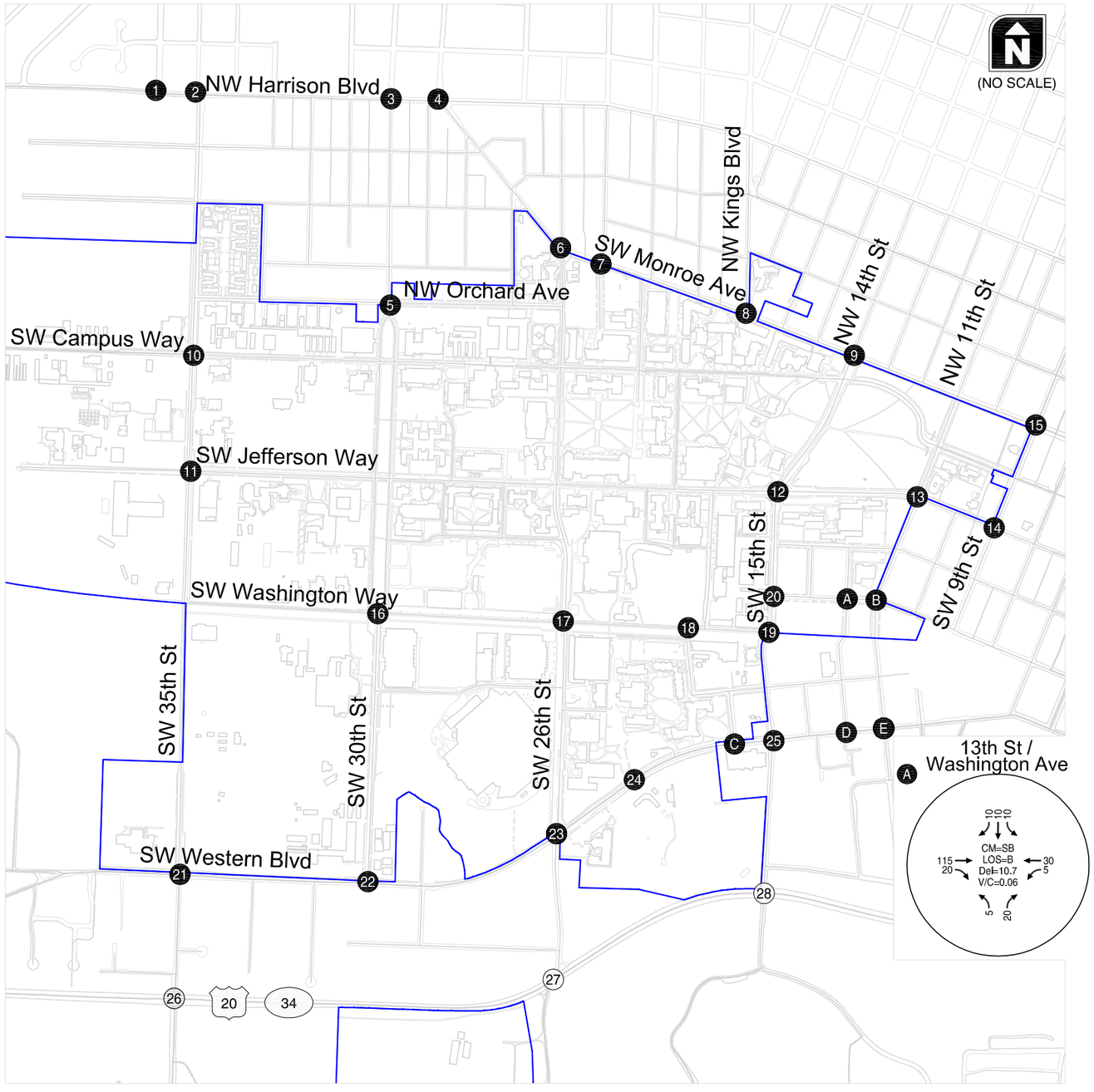

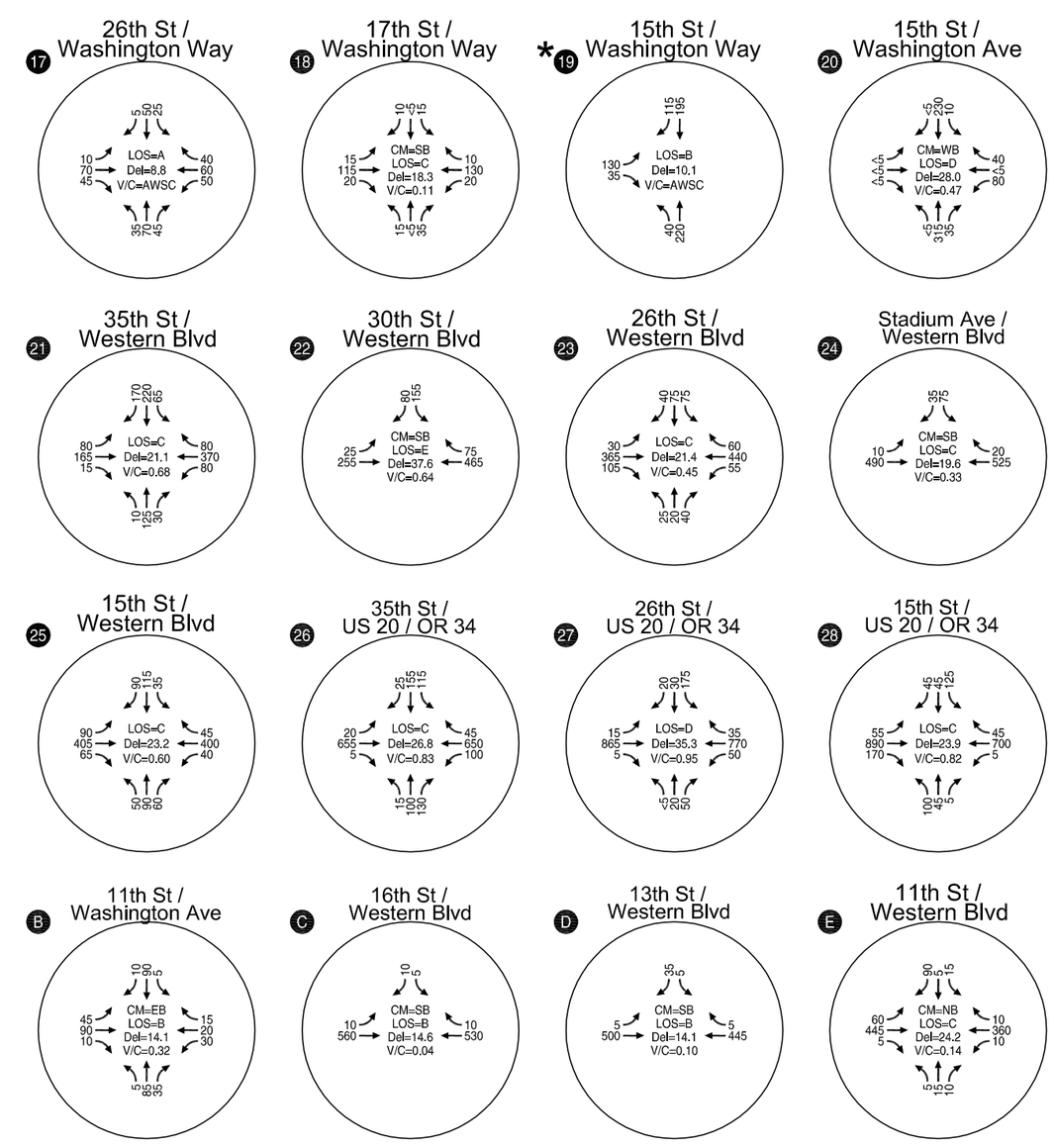

* Signal and turn lanes installed in 2014. Signal was not yet operational when traffic counts were collected so operations are shown for AWSC.

- Campus Boundary
- ## - Study Intersection (City)
- ## - Study Intersection (ODOT)
- A - OSU Study Intersection

CM - Critical Movement
LOS - Intersection Level-of-Service (Signalized/ AWSC) / Critical Movement Level-of-Service (TWSC)
Del - Intersection Average Control Delay (Signalized/ AWSC) / Critical Movement Control Delay (TWSC)

V/C - Critical Volume-to-Capacity Ratio
TWSC - Two-Way Stop Control
AWSC - All-Way Stop Control

Existing Intersection Operations - Weekday PM Peak Hour
Corvallis, Oregon

Figure 5b

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TRANSPORTATION ENGINEERING/PLANNING

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Table 2: Intersections not Meeting Standards under 2014-2015 Conditions

Intersection	Intersection Control	Critical Movement[1]	Performance Standard	Critical Peak Period(s)[2]	Delay[3] (sec)	v/c Ratio[3]	LOS[3]
3. 30th St & Harrison Blvd *	TWSC	SB	LOS D[4]	AM/PM	37.4/92.0	0.17/0.34	E/F
7. 25th St/Park Terrace & Monroe Ave *	TWSC	SB	LOS D[4]	PM	53.1	0.59	F
22. 30th St & Western Blvd *	TWSC (3-leg)	SB	LOS D[4]	PM	37.6	0.64	E
27. 26th St & US 20/OR 34	Signal	-	V/C=0.85	PM	35.3	0.95	D

Notes: *Did not meet standards in 2013-2014 Base Transportation Model operations analysis
[1]Defined as the movement with the longest delay
[2]Critical peak period refers to peak period(s) during which intersection does not meet standards
[3]At TWSC intersections, delay, v/c ratio, and LOS are determined by the critical movement, not the delay to all vehicles
[4]At unsignalized intersections, LOS D is associated with a delay between 25 and 35 seconds

As noted in Table 2, the intersection of 26th Street and US 20/OR 34 met volume-to-capacity standards in 2013, but it does not during the weekday p.m. peak hour, based on the 2014 data. The intersection is operating at a LOS D and v/c ratio of 0.95. As seen in **Exhibit 2**, traffic volumes most notably increased for through movements on US 20/OR 34, the northbound right movement from Brooklane Drive to eastbound US 20/OR 34, and the southbound left movement from 26th Street to eastbound OR 20/OR 34. It is likely that the northbound right-turn movement is higher due to the use of the parking area on OSU's "South Farm" site by construction workers involved in projects on the OSU campus. This temporary use of South Farm parking was approved by the city from September to November 2014.

Exhibit 2: Traffic Volume Comparisons at 26th St & US 20/OR 34 (Weekday p.m. Peak Hour)

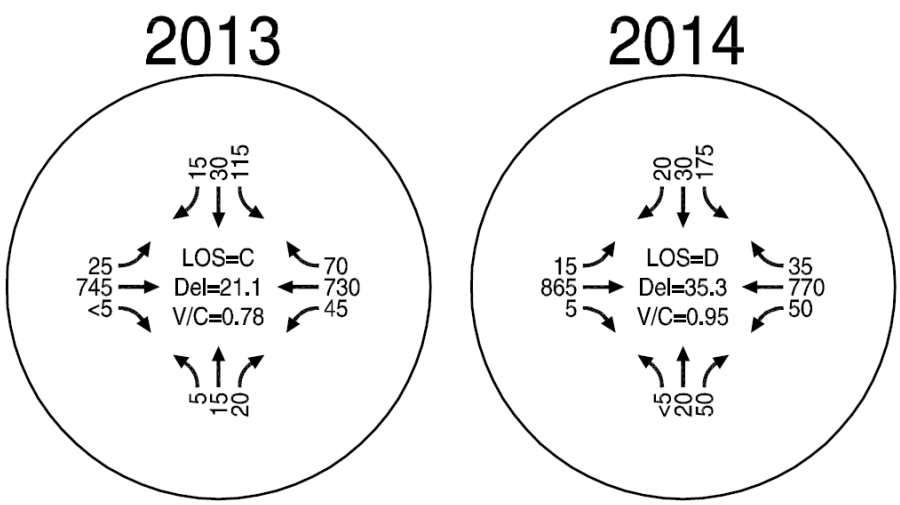


Table 3 provides the operations at the four intersections that were not meeting standards under 2013-2014 conditions, but now meet standards under 2014-2015.

Table 3: 2014-2015 Operations at Intersections not Meeting Standards under 2013-2014 Conditions

Intersection	Intersection Control	Critical Movement[1]	Performance Standard	Critical Peak Period(s)[2]	Delay[3] (sec) 2014 (2013)	v/c Ratio[3] 2014 (2013)	LOS[3] 2014 (2013)
5. 30th St & Orchard Ave	TWSC	EB	LOS D[4]	AM	17.4 (35.7)[5]	0.14 (0.46)[5]	C (E)[5]
19. 15th St & Washington Way	AWSC[5] (TWSC)	NA (EB)	LOS D[4]	PM	11.0 (38.6)	NA (0.69)	B (E)
20. 15th St & Washington Ave	TWSC	WB	LOS D[4]	PM	28.0 (57.8)	0.47 (0.70)	D (F)
26. 35th St & US 20/OR 34	Signal	-	V/C=0.85	AM	26.0 (45.8)	0.75 (0.90)	C (D)

Notes: 2013-2014 operations shown in ()
[1] Defined as the movement with the longest delay
[2] Critical peak period refers to peak period(s) during which intersection does not meet standards
[3] At TWSC intersections, delay, v/c ratio, and LOS are determined by the critical movement, not the delay to all vehicles
[4] At unsignalized intersections, LOS D is associated with a delay between 25 and 35 seconds
[5] The intersection of 15th St/Washington Way is currently signalized. At the time counts were taken it was operating with a flashing red signal, so it was modeled as AWSC.

The intersection of 15th Street & Washington Way was improved with new geometry and the addition of a signal in the last year. At the time the 2014 BTM counts were taken, the signal was not yet operational, but it was displaying a flashing red signal for all three approaches. When analyzed with either all-way-stop or signal control, the intersection meets standards[5].

Table 4 presents a comparison between 2013 and 2014 volumes for those intersections not meeting standards in 2013.

Table 4: Volume Comparison for Intersections Exceeding Standards in 2013 or 2014

Intersection (Year Exceeded)	Peak Period	Total Entering Vehicles (TEV)				
		Fall 2010 Count	Fall 2013 Count	Annual Compound Growth (2010-2013)	Fall 2014 Count	Annual Compound Growth (2010-2014)
3. 30th St & Harrison Blvd (2013 and 2014)	AM	1,226	1,273	1.3%	1,096	**-2.8%**
	PM	1,517	1,507	**-0.22%**	1,399	**-2.0%**
5. 30th St & Orchard Ave (2013)	AM	640	642	0.10%	464	**-7.7%**
7. 25th St/Park Terrace & Monroe Ave (2013 and 2014)	PM	750	744	**-0.27%**	649	**-3.6%**
19. 15th St & Washington Way (2013)	PM	1,099	1,112	0.39%	735	**-9.6%**
20. 15th St & Washington Ave (2013)	PM	1,122	1,066	**-1.7%**	712	**-10.8%**
22. 30th St & Western Blvd (2013 and 2014)	AM	928	998	2.5%	898	**-0.82%**
	PM	1,115	1,169	1.6%	1,056	**-1.4%**

[5] *Appendix C* contains the traffic count worksheets used in this study. *Appendix D* contains the existing conditions traffic operations worksheets. *Appendix E* contains the traffic operations worksheets for 15th Street and Washington Way, providing operations assessment as an all-way-stop controlled and as a signalized intersection.

Intersection (Year Exceeded)	Peak Period	Total Entering Vehicles (TEV)				
		Fall 2010 Count	Fall 2013 Count	Annual Compound Growth (2010-2013)	Fall 2014 Count	Annual Compound Growth (2010-2014)
26. 35th St & US 20/OR 34 (2013)	AM	1,872	1,879	0.12%	1,750	**-1.7%**
27. 26th St & US 20/OR 34 (2014)	PM	1,980	1,814	**-2.9%**	2,040	0.75%
Aggregate Traffic Activity	-	12,249	12,204	**-0.12%**	10,799	**-3.1%**

Table 4 provides greater context for comparing the most recent four analysis years. The total number of vehicles entering an intersection during the critical peak hour (referred to as Total Entering Vehicles) is provided for the eight intersections not meeting standards in the 2013-2014 analysis and/or 2014-2015 analysis. Aggregate traffic activity at these intersections decreased by 11.5% between 2013 and 2014 (from 12,204 to 10,799). Further, aggregate traffic activity decreased by a total of 11.8% between 2010 and 2014 (from 12,249 to 10,799), equating to an effective annual compounded rate of -3.1%. ***Note that weekday peak hour total entering vehicle volumes declined at seven of the eight intersections between 2010 and 2014.*** This comparison reveals a downward trend in weekday peak hour study area traffic volumes over the four-year period from 2010 to 2014.

Peak hour volumes at the intersection of 26th Street and US 20/OR 34 increased at an annual compound rate of 0.75% during this four-year period. As previously noted, traffic volumes most notably increased for through movements on US 20/OR 34, the northbound right movement from 26th Street to eastbound US 20/OR 34, and the southbound left-turn movement from 26th Street to eastbound OR 20/OR 34.

While Table 4 compares TEVs at intersections exceeding standards in 2013 or 2014, similar downward trends in traffic volumes were observed when considering all study intersections. During the a.m. peak hour, total traffic volumes at the 26 study intersections[6] increased by 1.0% between 2010 (TEV = 22,277) and 2013 (TEV = 22,497), but decreased by 12.3% between 2010 and 2014 (TEV = 19,540). During the p.m. peak hour, total traffic volumes decreased by 4.4% between 2010 (TEV = 29,318) and 2013 (TEV = 28,033) and by 12.2% between 2010 and 2014 (TEV = 25,738). These trends are also reflected in the tube count data, as previously discussed in the section "Measured Volumes."

Cautions Regarding Comparisons to Previous Analyses

Care has been taken to conduct this analysis by thorough application of the *2000 Highway Capacity Manual* methodology, as done with the 2013-2014 analysis. In so doing, a more complete

[6] Weekday a.m. and p.m. peak hour total entering vehicle volumes are only available for 26 of the 28 study intersections in 2010. Data is not available for the 15th Street/ US 20/OR 34 intersection and the Stadium Way/ Western Boulevard intersection.

understanding of operational performance is established for each study intersection. However, the additional technical accuracy precludes certain comparisons from being made to BTM Update reports prior to the 2013-2014 report. Listed below are the main differences in technical approach and their effects on the analysis results.

- **Pedestrian and bicycle activity.** Intersection analysis prepared for previous reports (e.g., 2010-2011 and 2011-2012) did not consider pedestrian and bicycle activity. Such activity is present at every study intersection and does have a measurable influence on the vehicular performance of the intersection. Their inclusion in the analysis will often result in a higher vehicular delay and sometimes a worse LOS than when they are omitted.
- **Measured versus estimated traffic volumes.** The 2013-2014 and 2014-2015 analyses use empirical counts rather than an estimate produced through the forecasting component of the BTM Tool. The volume differences, in total, on one approach, and even to one movement at an intersection can have a measureable effect on the vehicular performance of the intersection.
- **Intersection geometry.** The number of lanes on each approach to an intersection and how they are configured (e.g., through lanes, turn lanes, shared through and turn lanes) has an effect on the total capacity of the intersection. Thus, proper representation of each approach at each intersection is crucial to accurate results. The 2013-2014 and 2014-2015 analyses have verified all intersection configurations are accurately represented in the analysis. Review of previous BTM Update reports revealed errors that impacted the reported intersection performance results.
- **Default values and assumptions.** The analysis procedures provide default values, based on national research, which can be used when actual data is unavailable for key variables. The 2013-2014 and 2014-2015 analyses have used measured data to replace the majority of possible default values that may have been used in previous analysis. Examples of the variables include the percent of heavy vehicles in the traffic stream and the specific phasing and timing of traffic signals and their platooning effect on traffic streams at down-stream intersections. Unlike the influence of including pedestrian and bicycle volumes in the intersection analysis, it is far more difficult to estimate the effect of replacing the default values with actual data. This is largely due to multiple variables dynamically interacting within the analysis process.

CONSIDERATIONS FOR INTERSECTIONS NOT MEETING STANDARDS

As noted above, four intersections do not meet standards under 2014 existing conditions. This section provides detail on the operational characteristics of those intersections. It identifies potential actions at each intersection and the associated pros and cons of each action. For reference, graphs of the vehicular and pedestrian volumes at these four intersections are provided in *Appendix F.*

Two-way Stopped Controlled (TWSC) Intersections

Intersections are controlled by a variety of devices. The device is chosen to best suit the function of the roadways, the type and amount of demand occurring at the intersection, the interconnectedness of the roadways, and the character of surrounding land uses. Control devices can be thought of in a continuum and ordered as follows: no control, yield control, two-way stop control (TWSC), all-way stop control (AWSC), roundabout, and traffic signal. Each type of control creates a degree of delay to some or all users of the intersection and also reduces the capacity of the roadway(s) that are controlled. Thus, the general approach of transportation professionals is to install the lowest order (or least impactful) control device necessary to provide safe operating conditions without undue delay.

Three of the four intersections not meeting standards are controlled by stop signs on just the side-street approach(es). This type of intersection control is chosen for locations where traffic demands to and from the side streets are considerably lower than on the main street. Such intersection controls are very effective, particularly in areas where a network of streets provides motorists with route options. Such options allow drivers to avoid high-delay intersections and/or to access intersections that give them better certainty of access, such as all-way stop controlled or signalized intersections.

Vehicles traveling on the main street through a TWSC intersection are not controlled and, therefore, experience no delay to their movements. For this reason, the vehicular analysis procedure was developed to reveal the amount of delay that vehicles experience when approaching from the side street [*NOTE: By comparison, the vehicular analysis procedure for a signalized intersection (where all vehicles are controlled by the signal), measures the stopped delay for all vehicles*].

Often, the percentage of vehicles experiencing the delay reported at a TWSC intersection is very low (e.g., less than 5% of all vehicles using the intersection). When the analysis is done on volumes during the highest hour of intersection use (referred to as the peak hour), the reported result becomes even less representative of what the majority of intersection users experience throughout the day. In addition, the tolerances for delay that are used to establish the level-of-service (LOS) grade (A through F) for TWSC intersection analysis are the most stringent, as compared to all other intersection analysis procedures. Thus, it is not prudent to solely rely on TWSC LOS to determine whether or not a deficiency exists that must be mitigated.

Transportation professionals have developed additional methods to determine when it is appropriate to consider a change in intersection configuration or traffic control device. One such method is the use of “warrants” to substantiate the benefit of switching from TWSC to AWSC or traffic signal. ***It becomes advisable to investigate the need to modify a TWSC intersection when:***

1. Route options do not exist for those using the side-street approach and

2. Volumes on the side-street approach regularly exceed 10% (or 30%, depending on the warrant) of the main street volume.

The TWSC analysis procedure is sometimes referred to as being very conservative for the reasons described above. Additional screening is advised, before conducting further technical analysis. The two "warrants" highlighted above for modifying a TWSC intersection are broadly accepted and have been included as a part of the following considerations for each intersection currently not meeting standards.

Intersection 3: 30th Street & Harrison Boulevard

Operations detail: This is a four-legged, TWSC intersection that stop-controls both approaches of 30th Street, each being equipped with single-lane approaches. The Harrison Boulevard approaches are not controlled and each is equipped with a shared through/right-turn lane and the westbound approach has an exclusive left-turn lane. Delays for the stop-controlled southbound and northbound approaches cause vehicles on these approaches to experience a poor LOS, with the southbound direction experiencing the highest delay (LOS F). **Table 5** compares operations at 30th Street & Harrison Boulevard based on the 2013 and 2014 traffic counts.

Table 5: 30th Street & Harrison Boulevard 2013 to 2014 Comparison

Analysis Scenario	Critical Peak Period(s)	Critical Movement	Delay (sec)	v/c Ratio	LOS	SB Thru/Left Volume
2013-2014 BTM	AM/PM	SB	49.4/70.7	0.28/0.33	E/F	11/14
2014-2015 BTM	AM/PM	SB	37.4/92.0	0.17/0.34	E/F	10/11

As seen in the table, delay for the southbound approach decreased about 12 seconds during the weekday a.m. peak hour and increased about 22 seconds during the weekday p.m. peak hour. However, volumes in the southbound direction are low in 2014 as well as 2013, with just 10 vehicles in the a.m. peak hour and 11 vehicles in the p.m. peak hour making through or left turn movements in 2014. During each peak period, the southbound through or left-turning volume combined is less than 1% of the total volume of vehicles using the intersection during the respective peak hour. The grid network of streets in this area of the city provides route options for northbound and southbound vehicles, including some with signalized intersections on Harrison Boulevard. The "warrants" for TWSC intersections discussed above would strongly suggest that no further analysis or action be taken at this time. Further, installing all-way stop control or a traffic signal would introduce delay on Harrison Boulevard, which is an arterial roadway with much higher traffic volumes that is intended to provide high mobility for through traffic. In contrast, 30th Street is a low-volume collector intended to link adjacent land uses to Harrison Boulevard and other arterials. Therefore, installing all-way stop control or a traffic signal at this location would measurably increase system delay and vehicle emissions, adversely impacting the neighborhood and the broader community.

Table 6 provides a number of potential actions that could be taken at the 30th Street and Harrison Blvd intersection, similar to that provided for the 2013-2014 analysis. Each option includes an evaluation of associated trade-offs.

Table 6: Potential Actions at 30th Street & Harrison Boulevard

Potential Action	Pros	Cons
Take no action. *NOTE: The surrounding community has been reluctant to consider geometric or traffic control changes at this intersection. Issues raised include concerns for the potential loss of mature trees that line the streets in this neighborhood, the increased exposure that pedestrians may experience if 30th Street was widened at the intersection, and the change in neighborhood character that may result from a traffic signal.*	• No cost. • No right-of-way impacts. • No change that would affect mobility, connectivity or exposure for vehicles, pedestrians, and bikes. • No physical change that may affect neighborhood character. • Preserves mature trees. • Minimizes system delay and vehicle emissions, as compared to any other traffic control measure.	• For 15 to 30 minutes of a typical day, the intersection would not meet standards for less than 1% of all vehicle users at the intersection.
Prohibit certain movements. Install signage to prohibit through and left-turn movements for the northbound and southbound directions *during peak periods only.*	• Restores intersection to acceptable standard. • Considered to be a low-cost action to meet the standard. • Would reduce the number of auto/ped conflicts during peak periods on 30th Street.	• Reduces connectivity for vehicles whose turn movement is restricted. • May cause some out-of-direction travel, as vehicles that previously turned left from 30th Street during the peak periods will have to find new routes. • Could increase the frequency of drivers not obeying traffic control signs, as drivers wishing to turn left from 30th Street could disregard the restriction. • Does not meet driver expectation, as most two-way-stop controlled intersections allow all movements. Drivers not familiar with the area could overlook the turn-restriction.

Potential Action	Pros	Cons
Modify City policy. Current city LOS standard for TWSC intersections is exceedingly difficult to maintain and defines a "problem" that have few, if any, practical and cost-feasible solutions. Options include: - - requiring warrants to be met, in addition to the current standard - - lowering the threshold from D to E or F - - or converting to a multimodal standard[7].	Depending on the policy change: • Would avoid prematurely raising concerns. • Would avoid identifying "problems" that lack practical solutions. • Would save staff time, city resources and avoid overbuilding public infrastructure. • Would allow the city to consider multimodal operations and broader goals, in addition to vehicle mobility.	• Would require efforts by the City to determine and implement the appropriate policy and/or procedural changes.

Intersection 7: 25th Street/Park Terrace-Monroe Avenue

Operations detail: This intersection is currently stop-controlled on 25th Street/Park Terrace, with a single shared lane for all movements on all approaches. The delay standard of 35 seconds is exceeded on the southbound approach during the p.m. peak hour. As seen in **Table 7**, while the average delay for the southbound movement has increased compared to the 2013 analysis, the number of southbound through and left-turning vehicles has decreased. While the total entering vehicles during the weekday p.m. peak hour decreased (744 to 649), the number of pedestrians at the intersection increased (445 to 572). The greater number of pedestrians crossing the north leg of the intersection (148 to 252) results in the higher delay reported for southbound vehicles.

Table 7: 25th Street & Park Terrace/Monroe Avenue 2013 to 2014 Comparison

Analysis Scenario	Critical Peak Period(s)	Critical Movement	Delay (sec)	v/c Ratio	LOS	SB Thru/Left Volume
2013-2014 BTM	PM	SB	39.9	0.47	E	52
2014-2015 BTM	PM	SB	53.1	0.59	F	48

Table 8 provides a number of potential actions that could be taken at the intersection, similar to that provided in the 2013-2014 assessment, and includes an evaluation of associated trade-offs.

[7] Other Oregon cities have already adopted different standards for two-way stop controlled intersections, including the City of Tigard, which requires LOS E and a v/c of 0.95 or better for the critical approach, and the City of Albany, which requires a v/c ratio of 0.85 or better for the critical movement.

Table 8: Potential Actions at 25th Street/Park Terrace-Monroe Avenue

Potential Action	Pros	Cons
Do nothing.	• No cost or right-of-way impacts. • No change that would affect mobility, connectivity or exposure for vehicles, pedestrians, and bikes. • No physical change that may affect area character or parking. • Minimizes system delay and vehicle emissions, as compared to any other traffic control measure.	• For 15 minutes of a typical day, the intersection would not meet standard for less than 7% of all vehicle users (52 out of 744 vehicles) or less than 5% of all intersection users (including pedestrians).
Prohibit certain movements. Install signage to prohibit through and left-turn movements for the southbound direction **during peak periods only**.	• Restores intersection to acceptable standard. • Considered to be a low-cost option to meet the standard. • Would reduce the number of auto/ped conflicts (during peak periods) on 25th Street.	• Reduces connectivity for vehicles due to turn- restriction. • May cause some out-of-direction travel, as vehicles that previously turned left from 25th Street during the peak periods will have to find new routes. • Could increase the frequency of drivers not obeying traffic control signs, as drivers wishing to turn left from 25th Street could disregard the restriction. • Does not meet driver expectation, as most two-way-stop controlled intersections allow all movements. Drivers not familiar with the area could be unaware of the turn-restriction.
Convert intersection to all-way stop-control. This potential action is considered for its pedestrian and bicycle benefit.	• Relatively inexpensive change. • Would allow intersection to meet existing standard. • Would enhance pedestrian crossing opportunities of Monroe Street.	• Would introduce stop control for vehicles on Monroe Street, creating delays for vehicles and bikes on the higher volume street. • Would increase vehicle emissions.
Modify City policy. Current City LOS standard for TWSC intersections establishes a performance threshold that is exceedingly difficult to maintain and defines a "problem" that have few, if any, practical and cost-feasible solutions. Options include: - - require warrants to be met, in addition to the current standard - - lower the threshold from D to E or F - - convert to a multimodal standard.	Depending on the policy change: • Would avoid prematurely raising concerns. • Would avoid identifying "problems" that lack practical solutions. • Would save staff time, city resources and avoid overbuilding public infrastructure. • Would allow the city to consider multimodal operations and broader goals, in addition to vehicle mobility.	• Would require efforts by the City to determine and implement the appropriate policy and/or procedural changes.

Intersection 22: 30th Street & Western Boulevard

Operations detail: This three-legged T-intersection is currently stop-controlled on 30th Street with an exclusive left-turn lane and right-turn lane on the southbound approach. There is a single shared lane for all movements on the westbound approach, and exclusive left-turn lane in the eastbound direction. In 2013-2014 delays on the southbound approach caused the intersection to not meet standards in the a.m. and p.m. peak hours, with a LOS E and F respectively. Since the 2013-2014 assessment, an exclusive right-turn lane has been added to the southbound approach (which was previously a single shared lane). With this improvement, the southbound movements meets standards during the weekday a.m. peak hour and narrowly exceeds LOS standards during the weekday p.m. peak hour (with a delay 2.6 seconds over the 35 second threshold). The intersection delay is largely attributable to the 154 southbound left-turning vehicles in the p.m. peak hour (reflecting a decrease compared to 186 counted in 2013). With the addition of the exclusive right-turn lane for southbound vehicles, right-turning vehicles are able to make their maneuver without waiting for left-turning vehicles. This intersection was reported at a LOS F in both the 2010-2011 and 2011-2012 BTM reports. The operations in 2014 are compared to those from 2013 in **Table 9**.

Table 9: 30th Street & Western Boulevard 2013 to 2014 Comparison

Analysis Scenario	Critical Peak Period(s)	Critical Movement	Delay (sec)	v/c Ratio	LOS
2013-2014 BTM	AM/PM	SB	36.9/66.0	0.41/0.90	E/F
2014-2015 BTM	PM	SBL	37.6	0.64	E

Table 10 provides a number of potential actions that could be taken at the intersection, which includes an evaluation of associated trade-offs.

Table 10: Potential Actions at 30th Street & Western Boulevard

Potential Action	Pros	Cons
Do nothing.	• No cost or right-of-way impacts. • No change that would affect mobility, connectivity or exposure for vehicles, pedestrians, and bikes. • Minimizes system delay and vehicle emissions, as compared to any other traffic control measure.	• For approximately 15 minutes of a typical day, the intersection would not meet standard.

Potential Action	Pros	Cons
Emphasize and enhance route options. Southbound vehicles on 30th Street have route options that include signalized access to Western Boulevard at 35th Street and 26th Street. These streets can be accessed from 30th Street via Washington Way. SW Ralph Miller Lane also provides access to 26th Street, south of Washington Way, particularly for the areas that surround Reser Stadium.	• Optimizes existing transportation system capacity. • Several low-cost methods of enhancing the route options are available, such as restricting left-turns from Ralph Miller Lane to 30th Street (except during major events) and directing daily users of Reser Stadium parking to exit via 26th Street or Western Boulevard. • May allow intersection to meet existing standard.	• May create some out-of-direction travel.
Convert intersection to all-way stop-control.	• Would allow intersection to meet existing standard. • Relatively inexpensive change. • Would enhance pedestrian crossing opportunities of Western Blvd.	• Would introduce stop control for vehicles on Western Boulevard, creating delays for vehicles and bikes on the higher volume street.
Explore the practicality of installing a roundabout at this intersection.	• Would allow intersection to meet existing standard. • Would introduce the least delay to the system of all improvement options. • Potential safety benefits in reduction of quantity and severity of crashes[8].	• Would require substantial financial investment. • Potential ROW impacts on surrounding properties.

[8] Based on Crash Modification Factors (CMFs) provided in the *Highway Safety Manual* (Reference 4).

Potential Action	Pros	Cons
Explore the practicality of installing a traffic signal at this location.	• If practical, would identify an improvement that is constructible, cost-feasible, with favorable benefit-cost ratio, and funded by proportional shares from multiple parties • Would allow intersection to meet existing standard. • Would enhance pedestrian crossing opportunities of Western Boulevard. • Potential decrease in frequency of angle crashes[5].	• Would require substantial financial investment. • Potential ROW needs. • Creates close signal spacing from 35th Street through 15th Street on Western Boulevard; may result in queuing issues. • Would introduce delay for vehicles and bikes on Western Boulevard and increase vehicle emissions. • Potential increase in frequency of rear-end crashes[5]. • The intersection does not meet signal warrants during either peak hour[9] and the City does not currently have any plans for the installation of a signal at this location.

Intersection 27: 26th Street & US 20/OR 34

Operations detail: This signalized intersection has exclusive left-, through-, and right-turn lanes in the eastbound and westbound directions, where the heaviest through volumes are found. In the northbound and southbound directions, it has shared left-turn/through/right-turn lanes. The eastbound through lane and southbound left-turn/through/right-turn lane show the highest volume-to-capacity ratios at this intersection, indicating that additional capacity to address volumes in these lanes would allow the intersection to operate at a lower v/c ratio. Overall, during the weekday p.m. peak hour the intersection operates at a v/c ratio of 0.95, in excess of the ODOT standard of 0.85. With an average delay of 35.3 seconds, the intersection narrowly operates at a LOS D (reflecting a delay between 35 and 55 seconds). While turning volumes are relatively low on the eastbound and westbound approaches, through volumes are relatively high (approximately 770 in the westbound direction and 865 in the eastbound direction). Based on counts collected in 2013, through volumes have increased on US 20/OR 34 at this intersection by about 10 percent. In 2013, the intersection operated at a v/c ratio of 0.78, delay of 21.1, and LOS C during the weekday p.m. peak hour.

Table 11 provides a number of potential actions that could be taken at the intersection and includes an evaluation of associated trade-offs.

[9] Based on traffic counts collected and an assessment of the *Manual of Uniform Traffic Control Devices* (MUTCD, Reference 5) warrants for installing a traffic signal. Allowance was made for right-turning volumes at the intersection.

Table 11: Potential Actions at 26th St & US 20/OR 34

Potential Action	Pros	Cons
Do nothing. The v/c ratio is primarily used for planning purposes to identify long-term improvement needs. Delay at this intersection remains at acceptable levels, even during peak periods.	• No cost or right-of-way impacts. • No change that would affect mobility, connectivity or exposure for vehicles, pedestrians, and bikes.	• For approximately 30 minutes of a typical day the intersection would not meet standards.
Encourage monitoring and signal timing modifications. Share traffic count data with ODOT and encourage consideration of signal timing evaluation and adjustment.	• Minimal cost, primarily in staff time. • Possible change that would reduce delay to highway through traffic, but may increase delay to side street traffic.	• Would not result in v/c being brought to standard. • Would require effort by ODOT to evaluate and implement effective adjustments. • May increase delay to side street traffic.
Pursue a variance. Engage in discussions with ODOT about the potential flexibility of the 0.85 v/c standard[10].	Depending on the policy change: • No physical changes may be needed and no costs incurred. • No change would occur that affects mobility, connectivity or exposure for vehicles, pedestrians, and bikes. • Would allow the City/ODOT to consider multimodal operations and broader goals, in addition to vehicle mobility. • Modified v/c standard would alleviate the unintended consequence of prematurely designating a need that cannot be cost-effectively addressed.	• Would require efforts by ODOT to determine and implement the appropriate policy change.
Explore the practicality of coordinating the timing and operation of signals on US 20/OR 34 between 15th Street and 35th Street.	• A coordinated signal system with effective progression of traffic can reduce system delay and minimize queuing. • This is consistent with ODOT's approach of implementing low-cost system management strategies before undertaking higher-cost geometric modifications.	• Would not result in v/c being brought to standard. • Would require effort by ODOT to evaluate and implement effective adjustments. • May require investment in connecting signals for communications and coordination. • May increase delay to side street traffic.

[10] ODOT allows for v/c ratios of up to 0.99 on their facilities in other parts of Oregon.

Potential Action	Pros	Cons
Explore the practicality of installing an exclusive southbound left-turn lane at this location.	• Would allow intersection to nearly meet existing standard (v/c ratio of 0.87). • Separates southbound left-turning vehicles from through and right-turning vehicles, allowing more right-turns on red, less delay for northbound vehicles, and more signal timing for eastbound/westbound movements.	• Potentially requires acquiring ROW and reconstructing north and south legs of the intersection. • Would increase crossing distance and exposure for pedestrians on the north leg of the intersection. • Depending on design details, may increase the level of traffic stress (LTS)[11] for bicycles.

NEXT STEPS

Analysis conducted to date has found that four intersections do not meet operational standards during peak periods, compared to seven intersections in the 2013-2014 analysis. The intersection of 26th Street and US 20/OR 34 previously met standards in the 2013-2014 assessment but does not in the 2014-2015 analysis, primarily due to increased traffic demands in both directions on the highway.

Three of the four intersections not meeting standards in 2014-2015 appear to have several options that include doing nothing, with limited impact to transportation users. These intersections include the following:

- 30th Street & Harrison Boulevard
- 25th Street/Park Terrace-Monroe Avenue
- 30th Street & Western Boulevard

These intersections are all two-way stop controlled. There are alternative routes for vehicles using the side-street approaches. Volumes on the side-street approaches experiencing the highest delay are generally low, with the exception of the intersection of 30th Street and Western Boulevard, where a relatively high number of left-turning vehicles experience delay on the stop-controlled southbound approach. An exclusive right-turn lane was added in fall 2014 to the southbound approach at this intersection, bringing it nearly up to standards. These three intersections are designed to prioritize mobility on the higher order roadway, so changing the traffic control would introduce delay for the higher volume roadway. Therefore, given the presence of alternative routes, lower-volumes on the side-streets, and priority of mobility on the main streets, it may be most beneficial to the community to make no changes at these locations. Much larger delays and higher vehicle emissions would be avoided by taking limited or no action at this time.

[11] ODOT is in the process of incorporating the Level of Traffic Stress (LTS) to evaluate roadway conditions for bicyclists into the *Analysis Procedures Manual*.

Finally, the intersection of 26th Street and US 20/OR 34 may warrant further monitoring or assessment (possibly on a biennial basis) to determine whether or not an improvement is feasible and practical. It will be important for OSU to coordinate with the City and ODOT, particularly during long-range planning efforts, to ensure that appropriate solutions are found and that partners contribute proportionally to their impacts.

REFERENCES

1. Transportation Research Board. *2000 Highway Capacity Manual*. 2000.
2. *City of Corvallis Comprehensive Plan*. 2000.
3. Oregon Department of Transportation (ODOT). *Oregon Highway Plan*. 2012.
4. American Association of State Highway Transportation Officials. *Highway Safety Manual*. 2010.
5. Federal Highway Administration. *Manual on Uniform Traffic Control Devices* (MUTCD). 2009.

Appendix A Description of Level-of-Service Methods and Criteria

APPENDIX A LEVEL-OF-SERVICE CONCEPT

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".[1]

SIGNALIZED INTERSECTIONS

The six level-of-service grades are described qualitatively for signalized intersections in Table A1. Additionally, Table A2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table A1 Level-of-Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

[1] Most of the material in this appendix is adapted from the Transportation Research Board, *2000 Highway Capacity Manual*, (2000).

Table A2 Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

UNSIGNALIZED INTERSECTIONS

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The *2000 Highway Capacity Manual* (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table A3. A quantitative definition of level of service for unsignalized intersections is presented in Table A4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table A3 Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	• Nearly all drivers find freedom of operation. • Very seldom is there more than one vehicle in queue.
B	• Some drivers begin to consider the delay an inconvenience. • Occasionally there is more than one vehicle in queue.
C	• Many times there is more than one vehicle in queue. • Most drivers feel restricted, but not objectionably so.
D	• Often there is more than one vehicle in queue. • Drivers feel quite restricted.
E	• Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. • There is almost always more than one vehicle in queue. • Drivers find the delays approaching intolerable levels.
F	• Forced flow. • Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

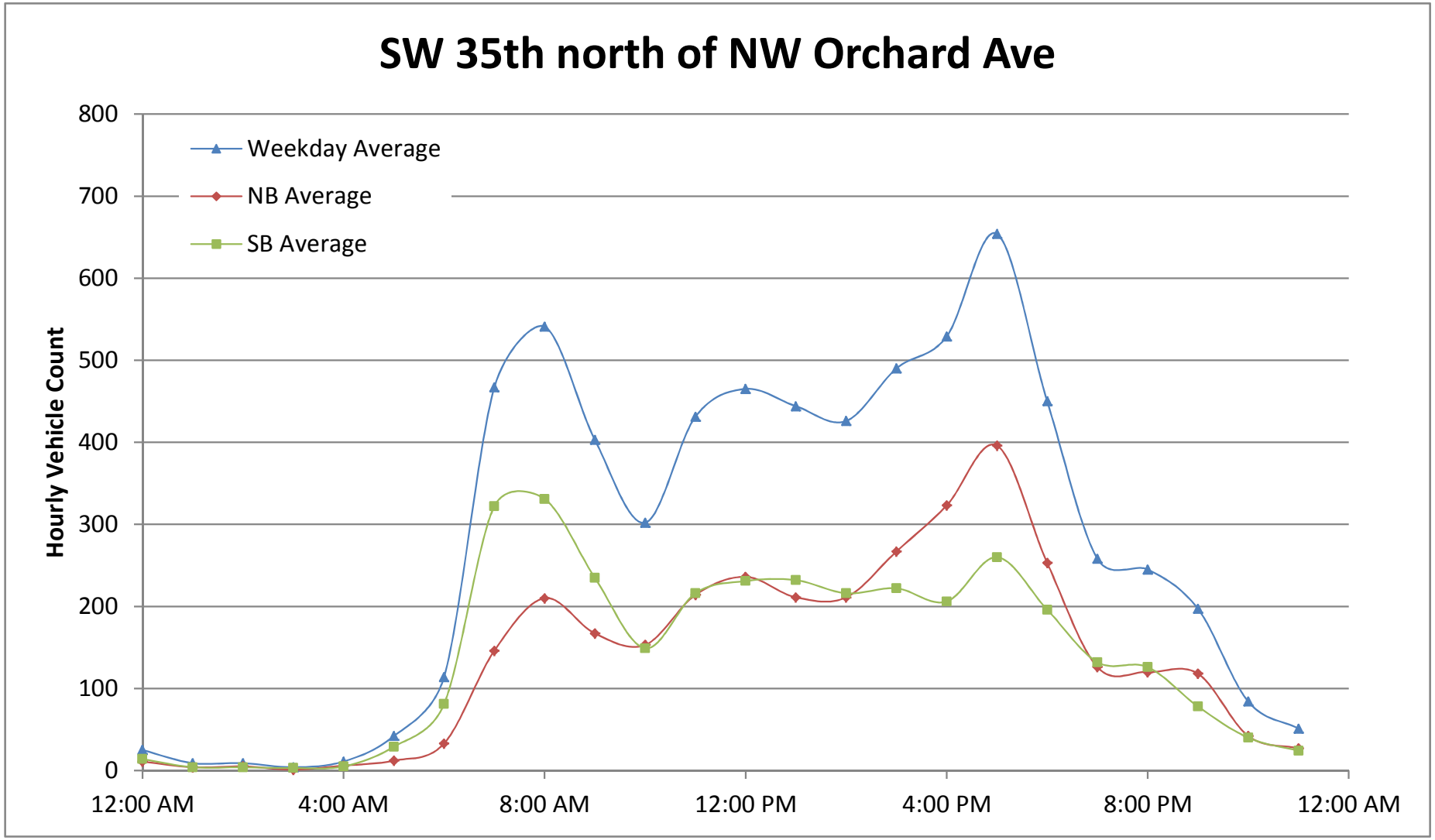
Table A4 Level-of-Service Criteria for Unsignalized Intersections

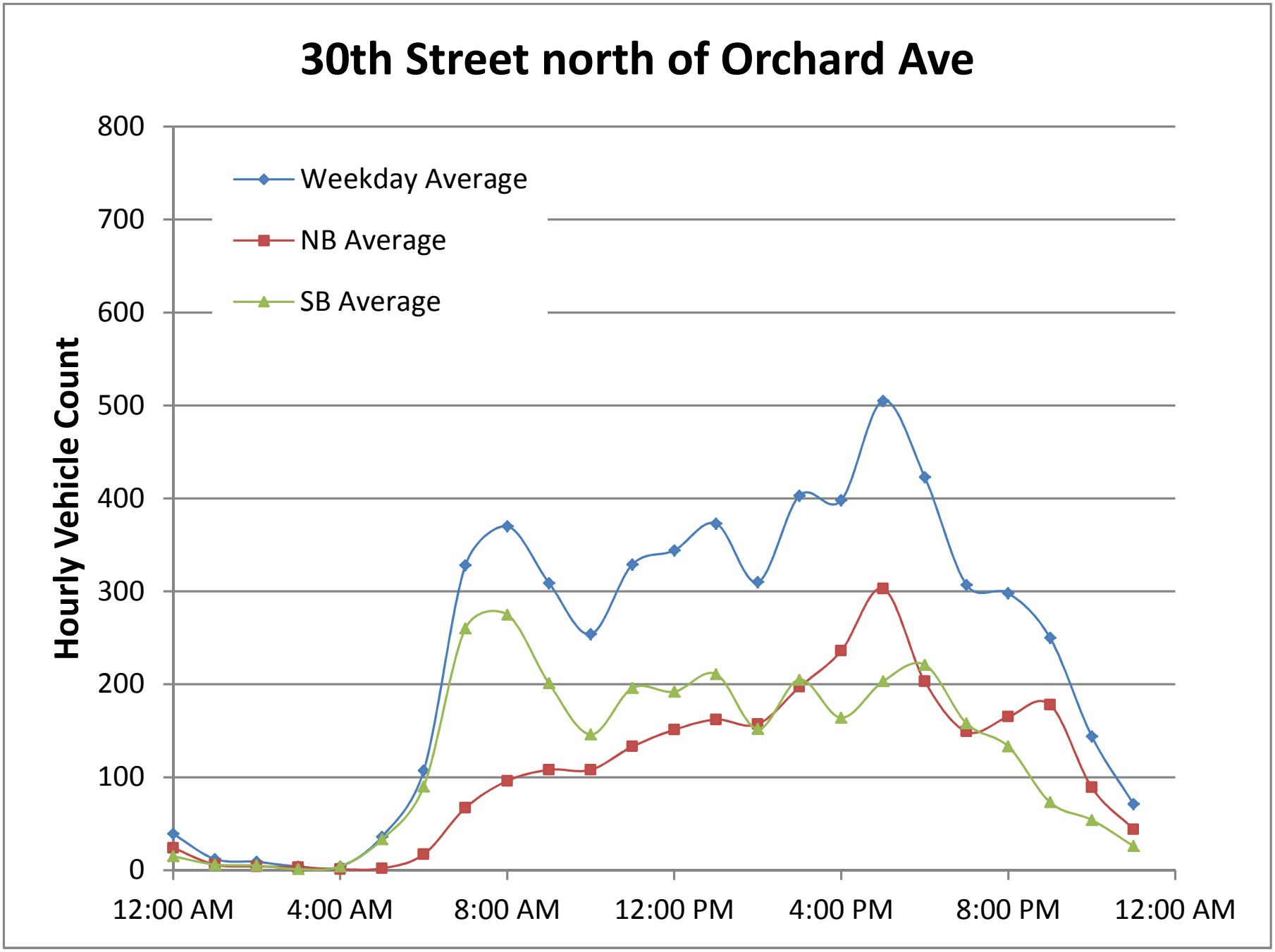
Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

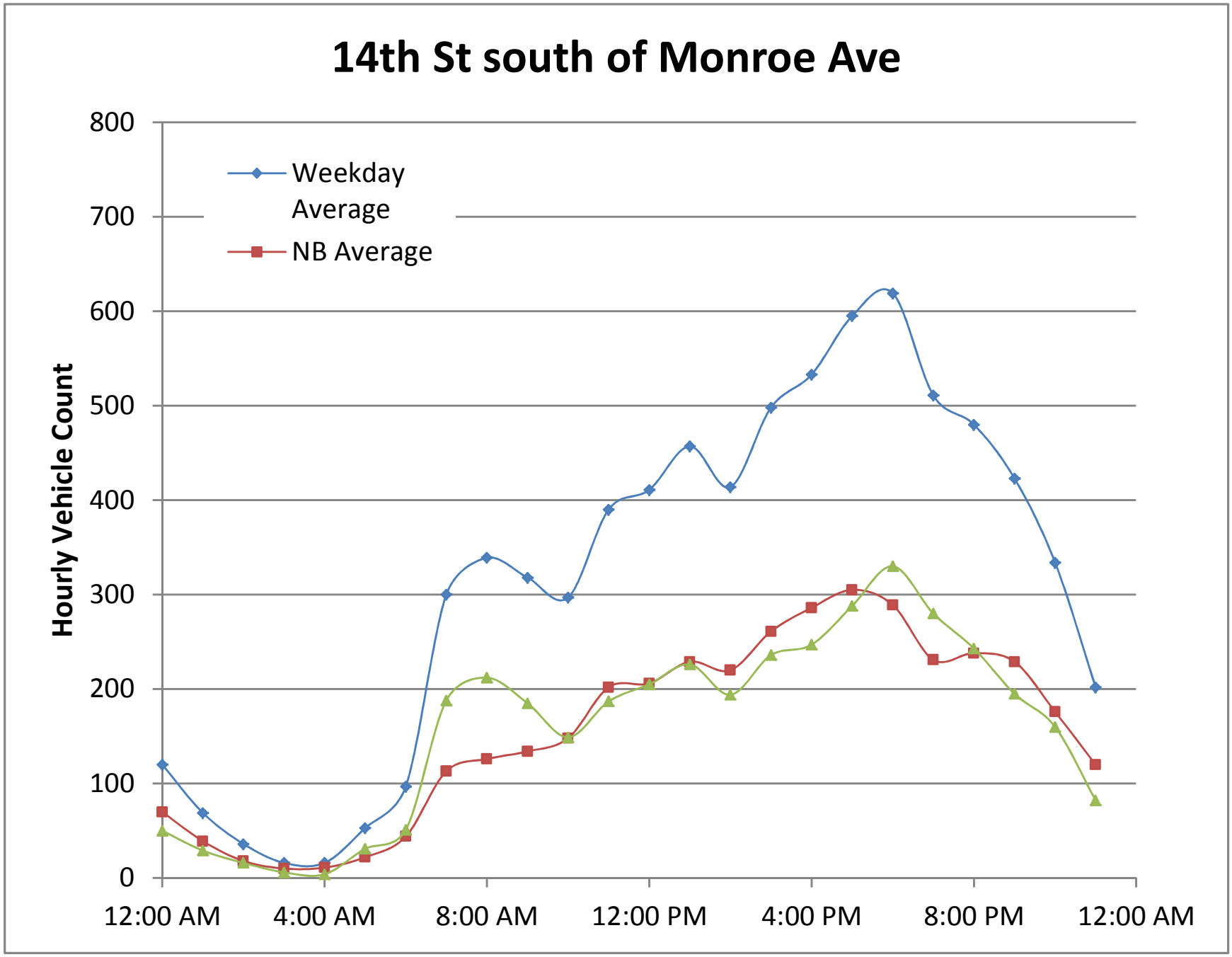
It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

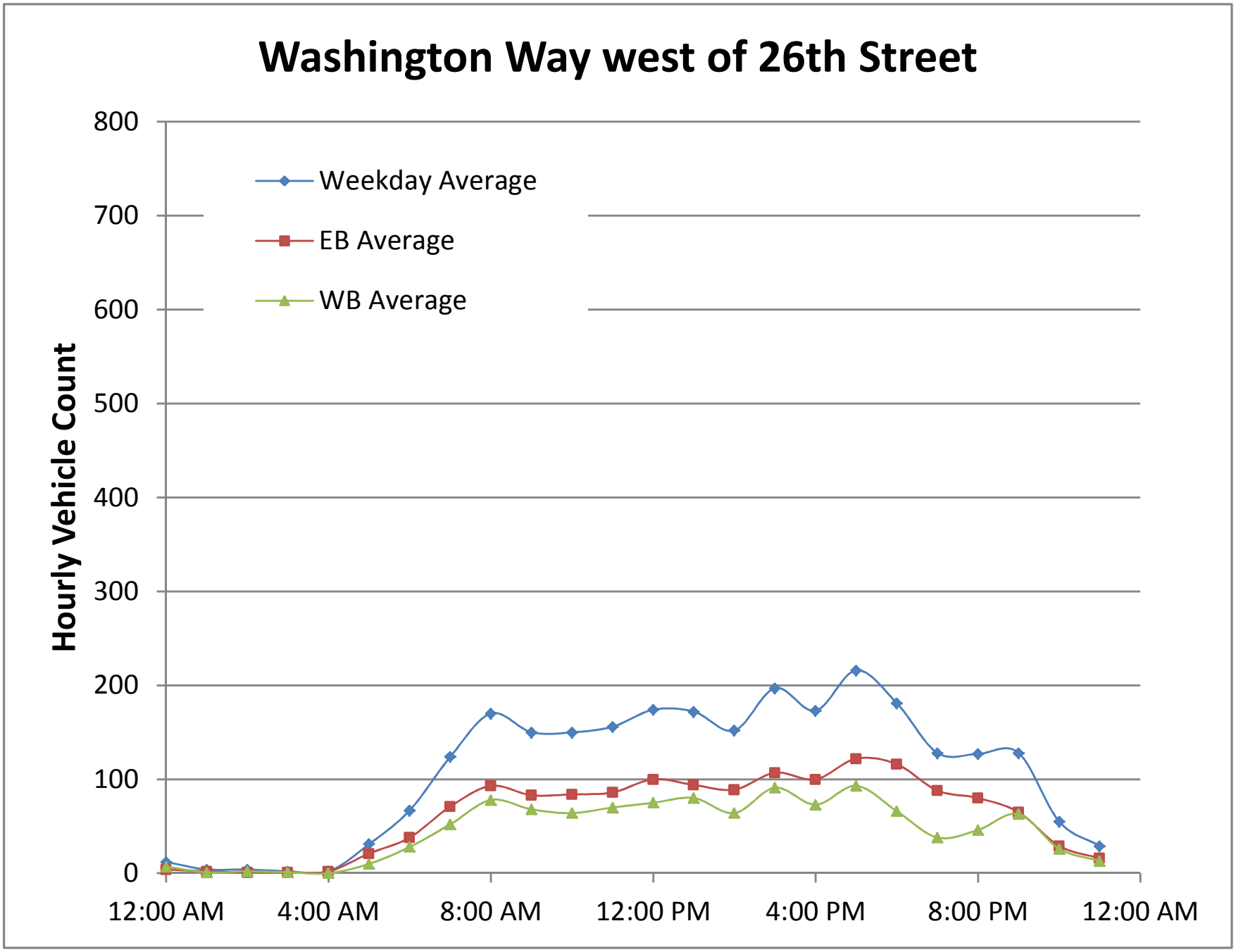
In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

Appendix B Tube Count Data


SW 35th north of NW Orchard Ave
Weekday Average
NB Average
SB Average
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM


30th Street north of Orchard Ave
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
NB Average
SB Average
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM


14th St south of Monroe Ave
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
NB Average
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM


Washington Way west of 26th Street
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
EB Average
WB Average
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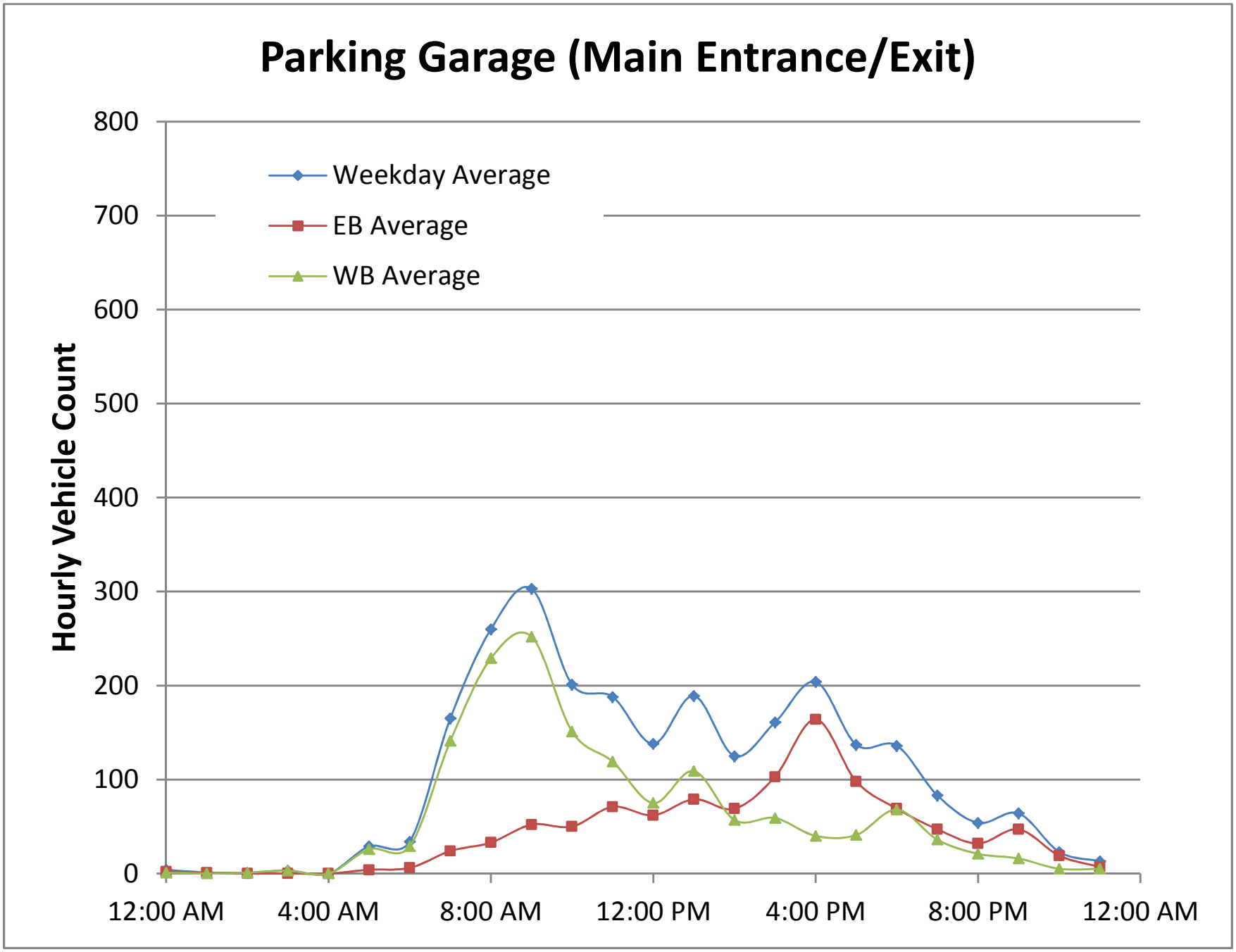
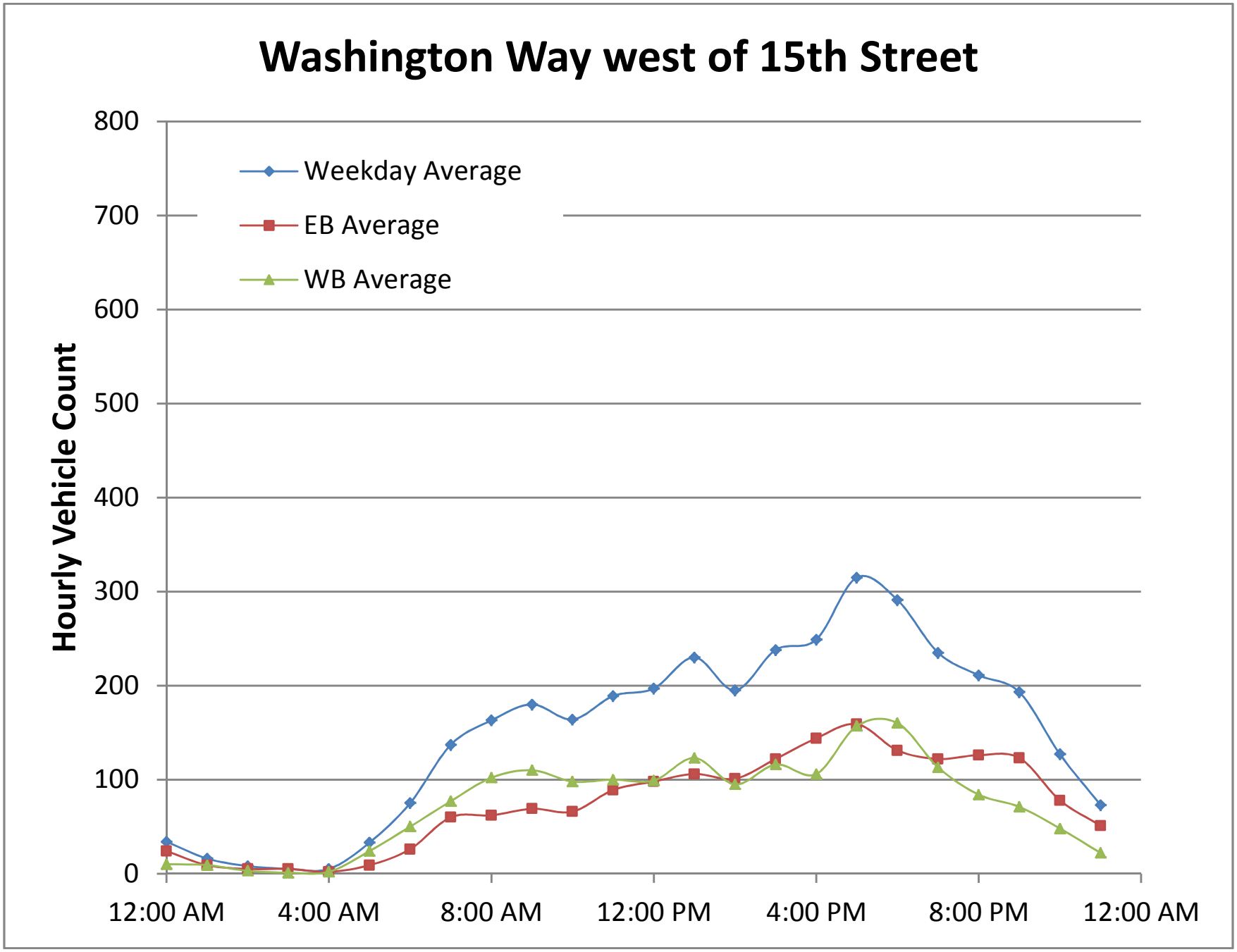
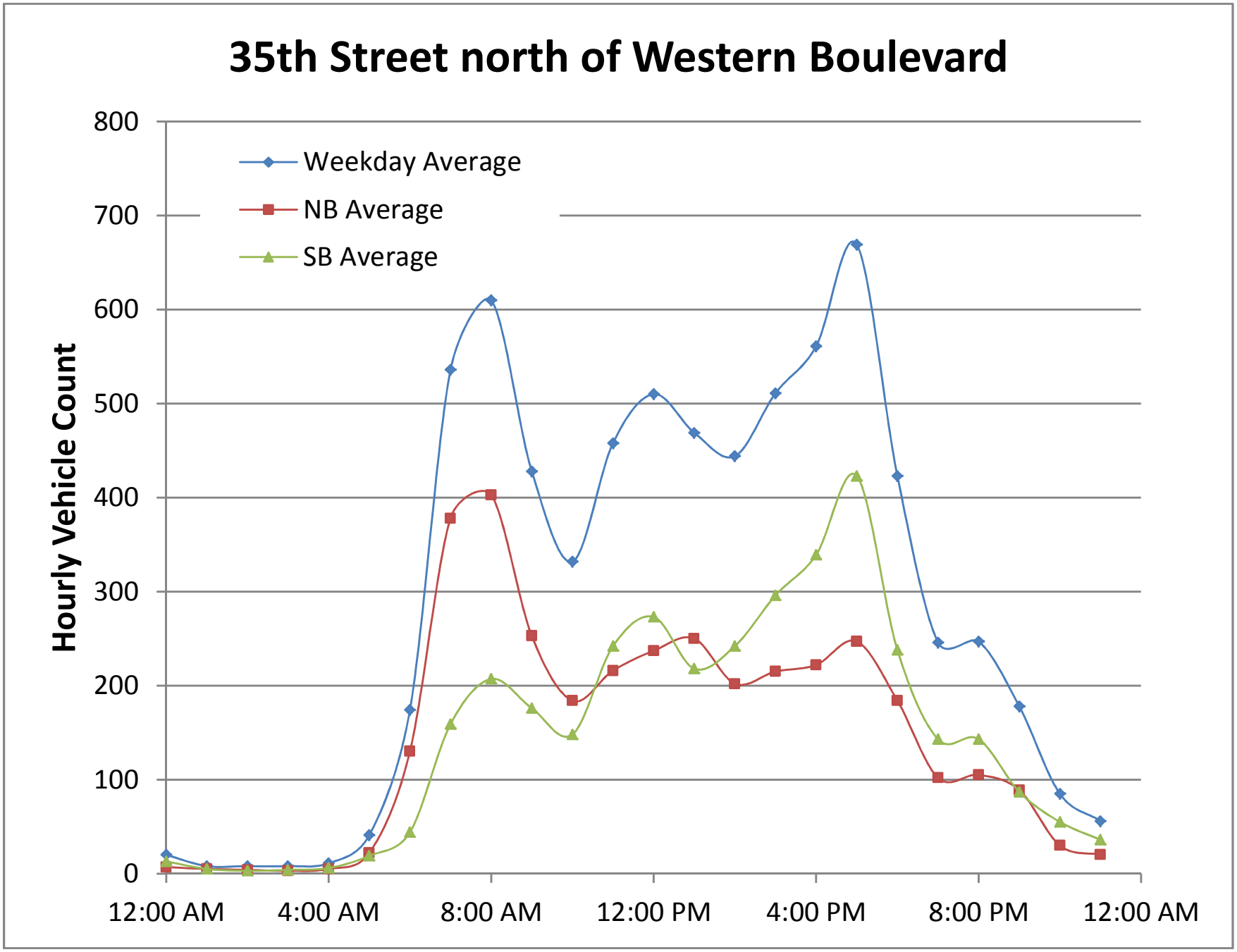
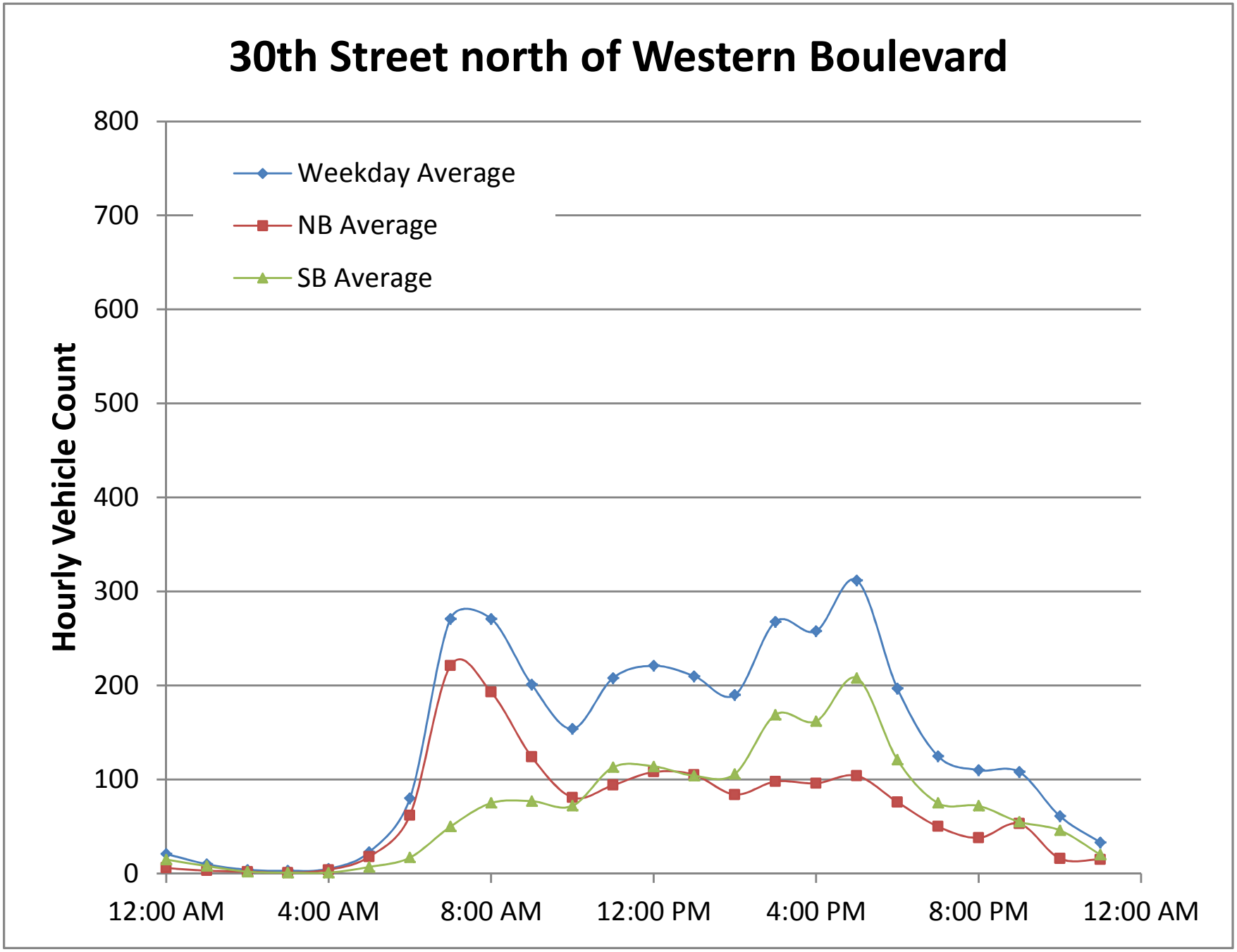
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM

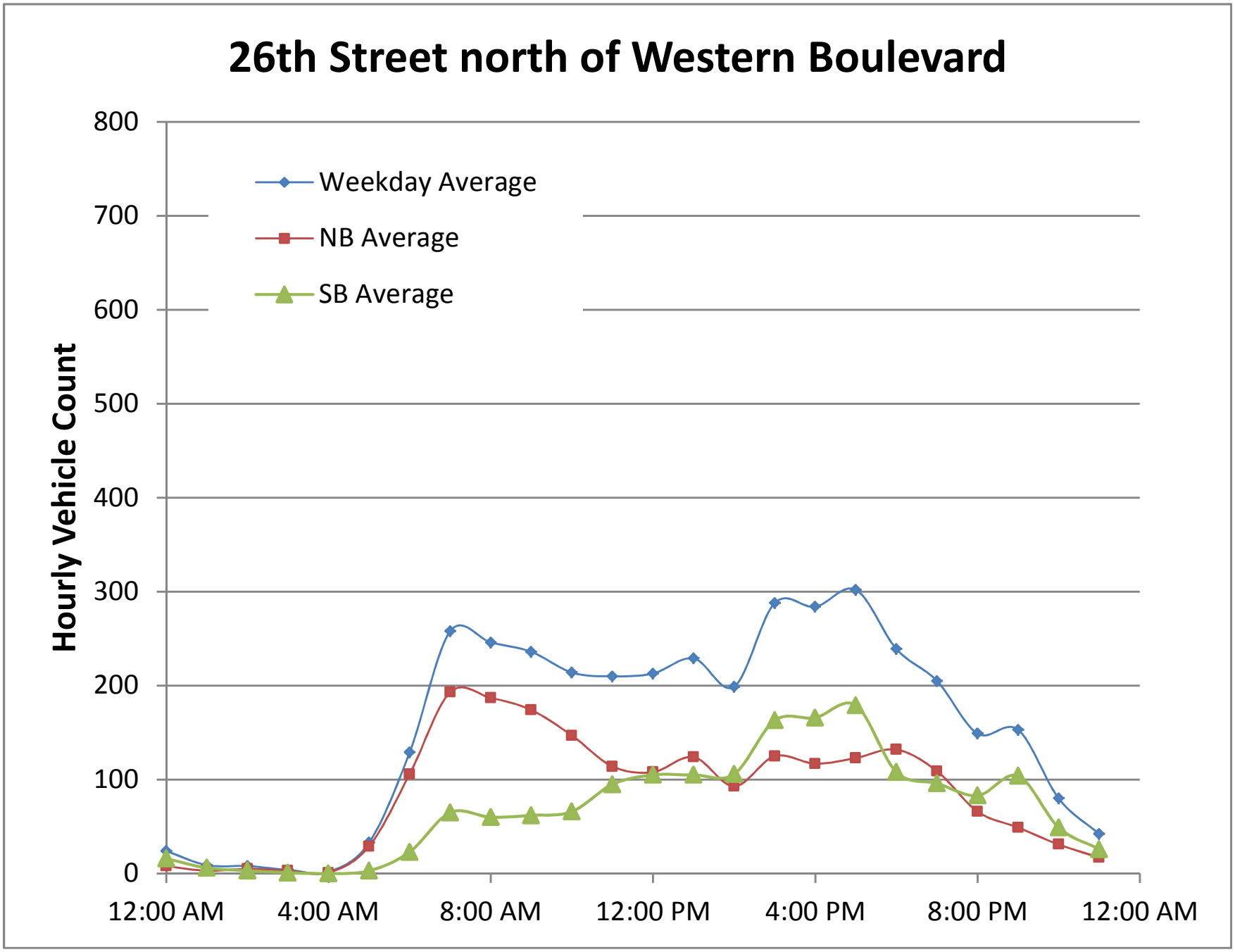

Parking Garage (Main Entrance/Exit)
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
EB Average
WB Average
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM

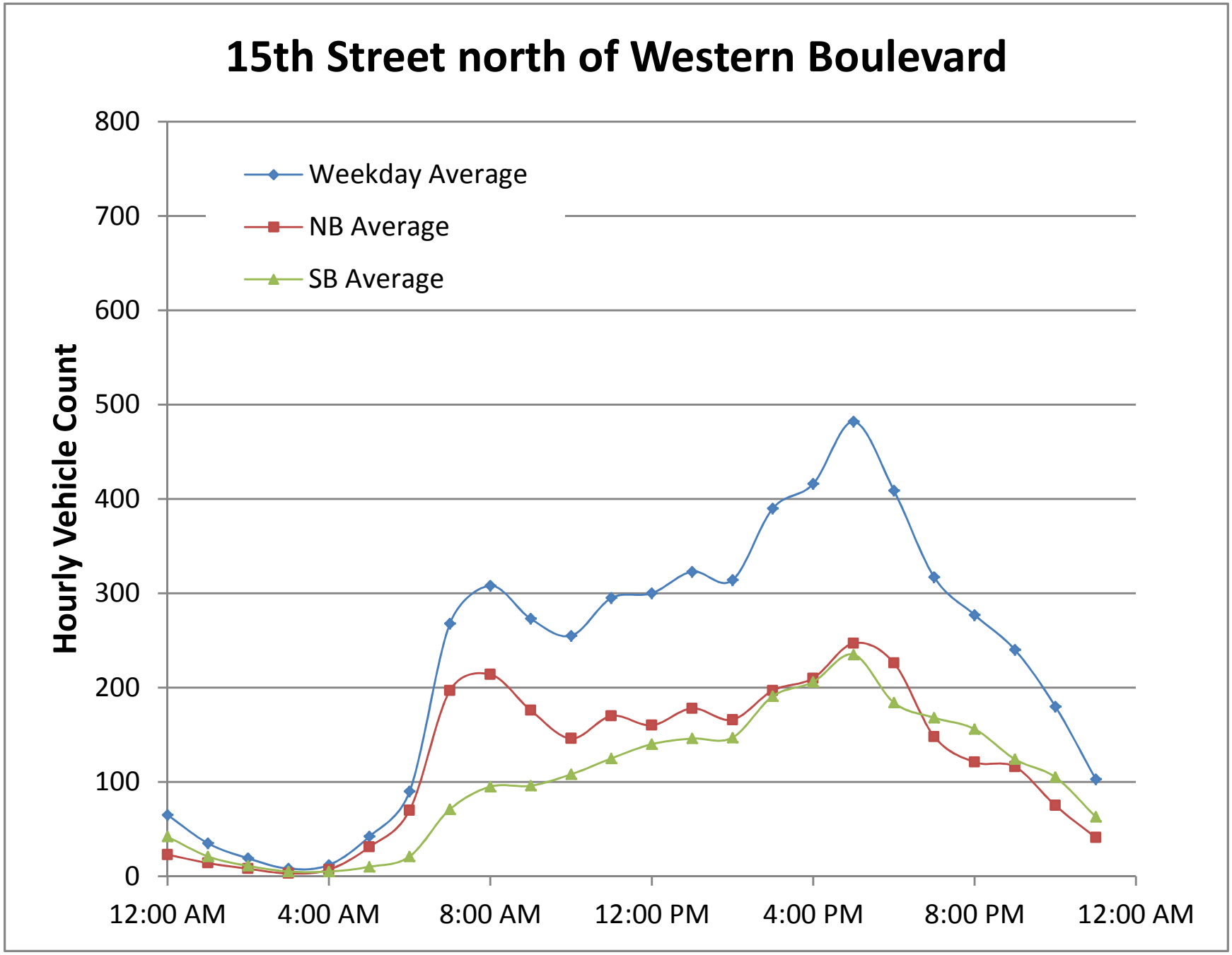

Washington Way west of 15th Street
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
EB Average
WB Average
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM

Note: Insufficient weekday data collected to develop weekday average profile




30th Street north of Western Boulevard
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
NB Average
SB Average
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM


26th Street north of Western Boulevard
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
NB Average
SB Average
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM


15th Street north of Western Boulevard
Hourly Vehicle Count
800
700
600
500
400
300
200
100
0
Weekday Average
NB Average
SB Average
12:00 AM
4:00 AM
8:00 AM
12:00 PM
4:00 PM
8:00 PM
12:00 AM

Appendix C Traffic Count Worksheets

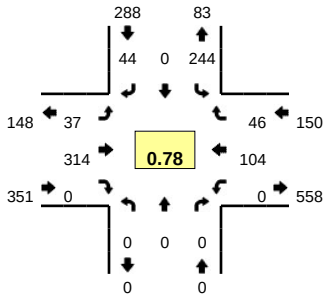
Type of peak hour being reported: System Peak

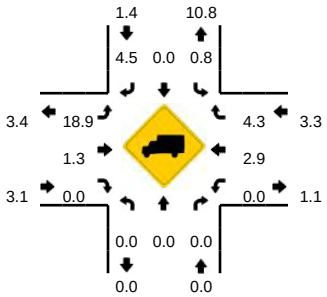
Method for determining peak hour: Total Entering Volume

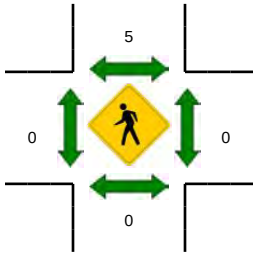
LOCATION: 36th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

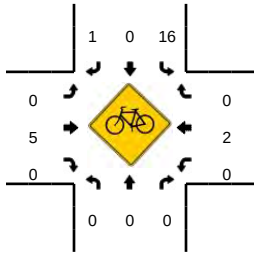
QC JOB #: 13124901
DATE: Wed, Oct 29 2014

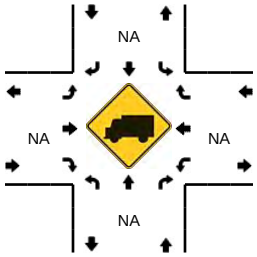
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

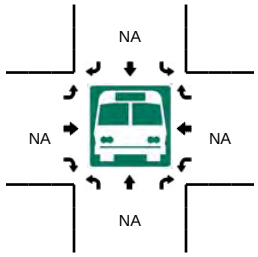












5-Min Count Period Beginning At	36th St (Northbound)				36th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	22	0	3	0	2	20	0	0	0	8	1	0	56	
7:35 AM	0	0	0	0	29	0	2	0	0	31	0	0	0	4	2	0	68	
7:40 AM	0	0	0	0	24	0	6	0	1	43	0	0	0	9	4	0	87	
7:45 AM	0	0	0	0	23	0	2	0	3	31	0	0	0	6	3	0	68	
7:50 AM	0	0	0	0	30	0	3	0	6	41	0	0	0	14	3	0	97	
7:55 AM	0	0	0	0	20	0	5	0	3	27	0	0	0	12	7	0	74	
8:00 AM	0	0	0	0	18	0	2	0	1	18	0	0	0	15	8	0	62	
8:05 AM	0	0	0	0	10	0	5	0	2	26	0	0	0	6	7	0	56	
8:10 AM	0	0	0	0	24	0	4	0	5	22	0	0	0	4	3	0	62	
8:15 AM	0	0	0	0	13	0	4	0	3	19	0	0	0	10	4	0	53	
8:20 AM	0	0	0	0	14	0	4	0	6	17	0	0	0	9	1	0	51	
8:25 AM	0	0	0	0	17	0	4	0	5	19	0	0	0	7	3	0	55	789
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	733
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	665
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	578
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	510
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	413
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	277
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	308	0	44	0	40	460	0	0	0	116	40	0	1008
Heavy Trucks	0	0	0		4	0	0		4	4	0		0	0	0		12
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		5	0	1		0	2	0		0	0	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

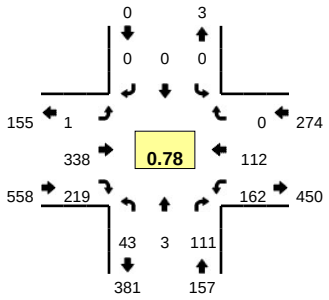
Type of peak hour being reported: System Peak

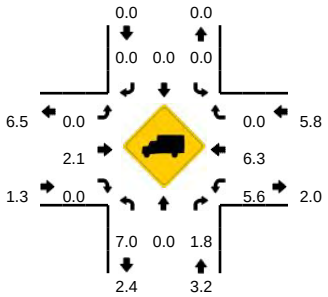
Method for determining peak hour: Total Entering Volume

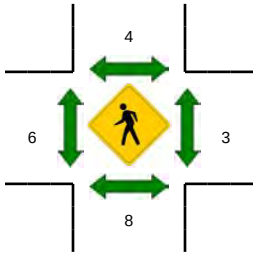
LOCATION: 35th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

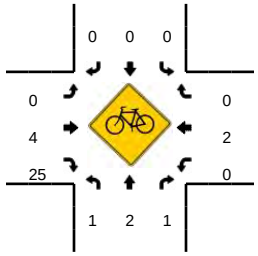
QC JOB #: 13124903
DATE: Wed, Oct 29 2014

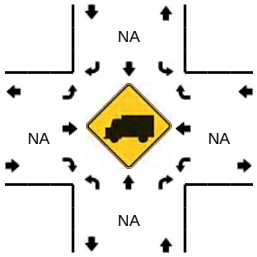
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

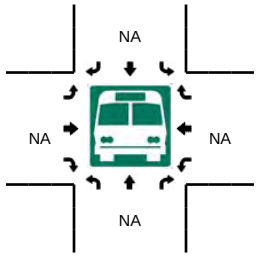












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	6	0	5	0	0	0	0	0	0	23	18	0	10	4	0	0	66	
7:35 AM	1	0	8	0	0	0	0	0	0	31	26	0	11	6	0	0	83	
7:40 AM	4	0	14	0	0	0	0	0	0	42	28	1	16	11	0	0	116	
7:45 AM	2	0	12	0	0	0	0	0	0	27	26	0	19	9	0	0	95	
7:50 AM	1	0	10	0	0	0	0	0	0	46	25	0	14	9	0	0	105	
7:55 AM	6	1	9	1	0	0	0	0	0	30	15	0	17	15	0	0	94	
8:00 AM	6	0	10	0	0	0	0	0	0	21	17	0	11	19	0	0	84	
8:05 AM	4	1	8	0	0	0	0	0	0	26	8	0	16	8	0	0	71	
8:10 AM	1	0	12	0	0	0	0	0	0	34	13	0	10	6	0	0	76	
8:15 AM	6	1	7	0	0	0	0	0	0	16	16	0	16	9	0	1	72	
8:20 AM	1	0	11	0	0	0	0	0	0	17	12	0	9	9	0	0	59	
8:25 AM	4	0	5	0	0	0	0	0	0	25	15	0	12	7	0	0	68	989
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	923
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	840
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	724
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	629
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	524
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	144	0	0	0	0	0	0	460	316	4	196	116	0	0	1264
Heavy Trucks	4	0	0		0	0	0		0	12	0		16	4	0		36
Pedestrians		12				8				4				8			32
Bicycles	0	0	0		0	0	0		0	2	9		0	0	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

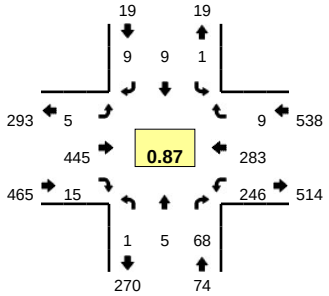
Type of peak hour being reported: System Peak

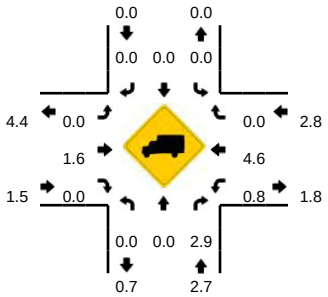
Method for determining peak hour: Total Entering Volume

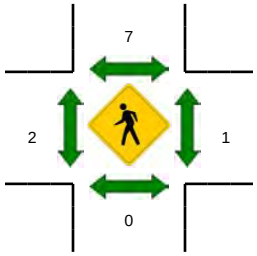
LOCATION: 30th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

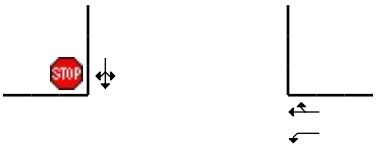
QC JOB #: 13124905
DATE: Wed, Oct 29 2014

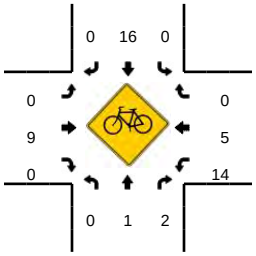
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

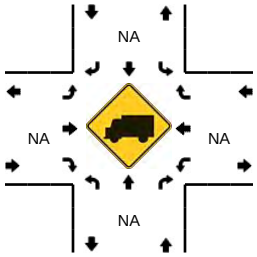


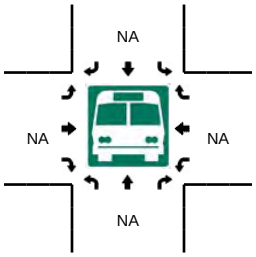












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	4	0	0	2	0	0	0	13	0	0	2	9	1	0	31	
7:05 AM	0	0	2	0	0	0	0	0	0	15	1	0	7	7	0	0	32	
7:10 AM	0	0	2	0	0	1	0	0	0	18	0	0	7	16	0	0	44	
7:15 AM	0	0	2	0	0	0	0	0	0	20	0	0	17	11	0	0	50	
7:20 AM	0	0	3	0	0	0	0	0	1	25	0	0	17	15	0	0	61	
7:25 AM	0	0	3	0	0	0	0	0	1	26	2	0	19	13	0	0	64	
7:30 AM	0	0	5	0	1	1	0	0	0	31	0	0	19	19	2	0	78	
7:35 AM	0	0	6	0	0	1	0	0	1	43	1	0	21	26	0	0	99	
7:40 AM	0	1	4	0	0	1	1	0	0	42	2	0	23	27	0	0	101	
7:45 AM	0	0	4	0	0	1	1	0	0	47	1	0	23	25	2	0	104	
7:50 AM	0	0	5	0	0	0	2	0	0	46	1	0	37	18	2	0	111	
7:55 AM	0	0	8	0	0	0	0	0	0	54	2	0	27	29	0	0	120	895
8:00 AM	0	1	11	0	0	1	3	0	0	30	0	0	24	29	0	0	99	963
8:05 AM	1	0	5	0	0	2	0	0	0	35	1	0	14	27	1	0	86	1017
8:10 AM	0	1	5	0	0	0	0	0	0	40	2	0	13	26	0	0	87	1060
8:15 AM	0	2	1	0	0	1	0	0	0	32	3	0	10	16	0	0	65	1075
8:20 AM	0	0	4	0	0	0	2	0	3	21	0	0	19	20	0	0	69	1083
8:25 AM	0	0	10	0	0	1	0	0	1	24	2	0	16	21	2	0	77	1096
8:30 AM	1	0	8	0	0	2	0	0	0	33	1	0	19	16	0	0	80	1098
8:35 AM	0	1	5	0	1	0	0	0	1	33	2	0	19	18	0	0	80	1079
8:40 AM	0	0	4	0	1	1	0	0	0	25	5	0	27	17	1	0	81	1059
8:45 AM	0	2	8	0	0	1	1	0	0	33	2	0	20	18	0	0	85	1040
8:50 AM	0	1	5	0	0	1	1	0	1	36	1	0	12	22	2	0	82	1011
8:55 AM	1	2	16	0	0	0	0	0	0	24	1	0	10	23	0	0	77	968

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	52	0	0	8	16	0	0	540	16	0	332	280	16	0	1264
Heavy Trucks	0	0	0		0	0	0		0	8	0		4	12	0		24
Pedestrians		0				12				0				0			12
Bicycles	0	0	0		0	6	0		0	3	0		7	2	0		18
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

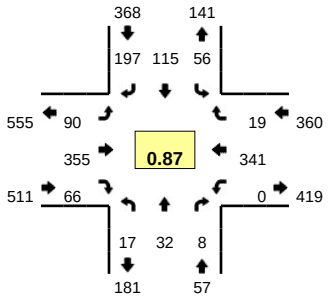
Type of peak hour being reported: System Peak

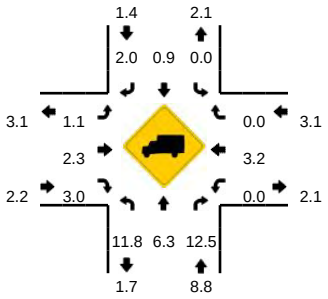
Method for determining peak hour: Total Entering Volume

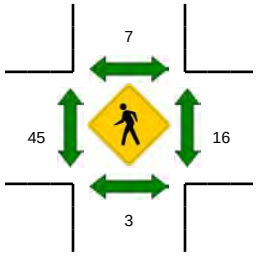
LOCATION: 29th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

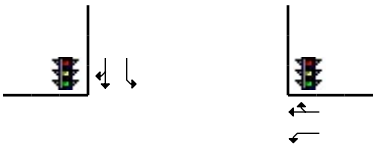
QC JOB #: 13124907
DATE: Wed, Oct 29 2014

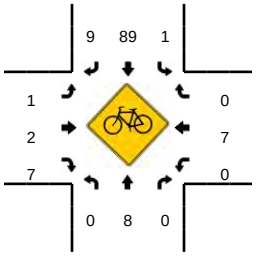
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

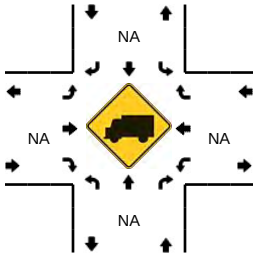


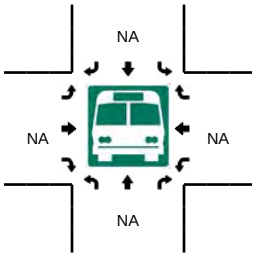












5-Min Count Period Beginning At	29th St (Northbound)				29th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	1	1	0	0	3	8	15	0	3	29	3	0	0	26	1	0	90	
7:35 AM	1	5	1	0	4	5	23	0	9	33	5	0	0	22	1	0	109	
7:40 AM	1	2	1	0	1	9	25	0	3	37	4	0	0	31	1	0	115	
7:45 AM	1	2	2	0	4	8	12	0	7	45	5	0	0	44	2	0	132	
7:50 AM	0	5	0	0	2	8	17	0	11	36	9	0	0	37	1	0	126	
7:55 AM	3	1	0	0	7	13	27	0	10	34	12	0	0	31	0	0	138	
8:00 AM	1	2	0	0	3	8	13	0	8	26	6	0	0	40	2	0	109	
8:05 AM	1	4	1	0	8	10	15	0	12	26	2	0	0	21	0	0	100	
8:10 AM	2	3	0	0	6	17	15	0	11	21	8	0	0	24	3	0	110	
8:15 AM	2	3	2	0	5	8	7	0	4	30	5	0	0	19	2	0	87	
8:20 AM	1	2	1	0	8	8	15	0	7	17	2	0	0	24	3	0	88	
8:25 AM	3	2	0	0	5	13	13	0	5	21	5	0	0	22	3	0	92	1296
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1206
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1097
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	982
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	850
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	724
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	586
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	377
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	36	12	0	28	100	216	0	84	472	72	0	0	448	16	0	1492
Heavy Trucks	0	4	4		0	0	8		0	8	4		0	12	0		40
Pedestrians		0				12				100				32			144
Bicycles	0	1	0		0	34	5		0	1	2		0	4	0		47
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

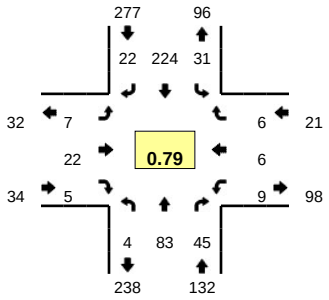
Type of peak hour being reported: System Peak

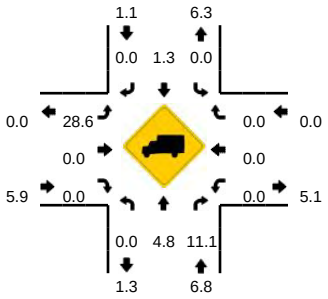
Method for determining peak hour: Total Entering Volume

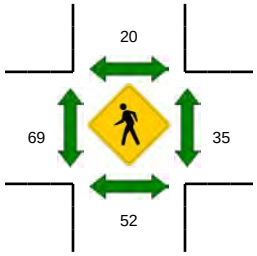
LOCATION: 30th St -- Orchard Ave
CITY/STATE: Corvallis, OR

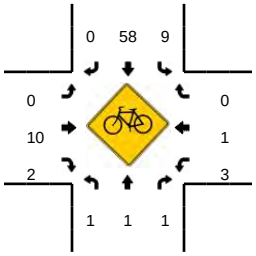
QC JOB #: 13124913
DATE: Wed, Oct 29 2014

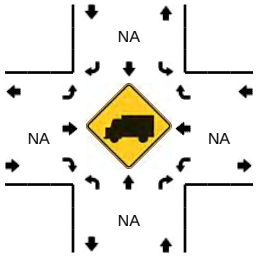
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

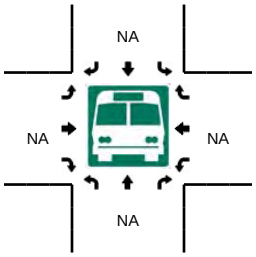












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Orchard Ave (Eastbound)				Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	8	5	0	3	18	1	0	0	1	0	0	0	0	0	0	36	
7:35 AM	0	7	4	0	1	23	3	0	2	1	0	0	0	1	0	0	42	
7:40 AM	0	8	4	0	2	24	6	0	1	0	0	0	1	0	1	0	47	
7:45 AM	1	11	3	0	2	22	1	0	0	2	0	0	0	1	3	0	46	
7:50 AM	0	6	7	0	1	31	1	0	0	2	2	0	1	2	0	0	53	
7:55 AM	0	10	5	0	6	28	2	0	2	1	2	0	1	1	0	0	58	
8:00 AM	0	10	3	0	3	19	4	0	1	3	0	0	0	0	0	0	43	
8:05 AM	1	1	1	0	1	5	2	0	0	0	1	0	0	0	0	0	12	
8:10 AM	1	4	5	0	3	18	0	0	0	4	0	0	1	0	0	0	36	
8:15 AM	0	3	4	0	3	5	0	0	0	1	0	0	1	0	0	0	17	
8:20 AM	0	7	2	0	4	13	1	0	0	3	0	0	4	1	1	0	36	
8:25 AM	1	8	2	0	2	18	1	0	1	4	0	0	0	0	1	0	38	464
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	428
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	100	56	0	20	308	32	0	4	16	8	0	8	12	16	0	584
Heavy Trucks	0	8	4		0	0	0		0	0	0		0	0	0		12
Pedestrians		88				44				120				64			316
Bicycles	1	0	0		5	31	0		0	9	1		2	0	0		49
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

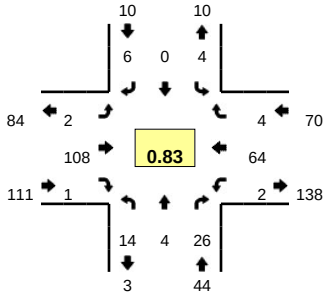
Type of peak hour being reported: System Peak

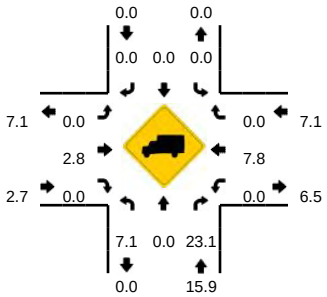
Method for determining peak hour: Total Entering Volume

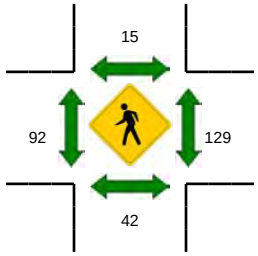
LOCATION: 26th St -- Monroe Ave
CITY/STATE: Corvallis, OR

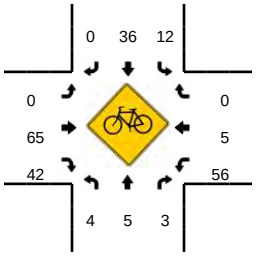
QC JOB #: 13124915
DATE: Wed, Oct 29 2014

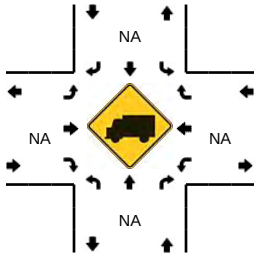
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

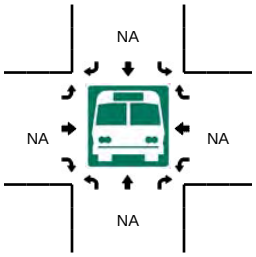












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	2	0	0	0	0	0	0	8	0	0	0	6	1	0	17	
7:35 AM	0	0	3	0	0	0	0	0	1	9	0	0	0	5	1	0	19	
7:40 AM	1	0	1	0	0	0	0	0	0	6	0	0	1	8	1	0	18	
7:45 AM	0	0	3	0	0	0	1	0	0	10	0	0	0	8	0	0	22	
7:50 AM	0	0	0	0	0	0	2	0	0	18	0	0	0	8	0	0	28	
7:55 AM	1	0	2	0	1	0	0	0	0	11	0	0	0	6	0	0	21	
8:00 AM	0	0	5	0	0	0	1	0	1	7	0	0	0	3	0	0	17	
8:05 AM	2	1	4	0	0	0	0	0	0	8	0	0	0	4	0	0	19	
8:10 AM	1	0	2	0	1	0	1	0	0	9	0	0	0	5	0	0	19	
8:15 AM	2	0	2	0	1	0	0	0	0	5	1	0	1	5	0	0	17	
8:20 AM	4	0	0	0	1	0	1	0	0	8	0	0	0	5	1	0	20	
8:25 AM	3	3	2	0	0	0	0	0	0	9	0	0	0	1	0	0	18	235
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	20	0	4	0	12	0	0	156	0	0	0	88	0	0	284
Heavy Trucks	0	0	4		0	0	0		0	4	0		0	4	0		12
Pedestrians		60				20				176				264			520
Bicycles	1	2	2		4	15	0		0	36	21		37	1	0		119
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/9/2014 5:24 PM

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

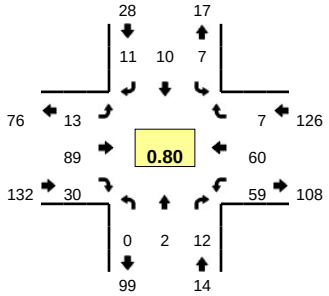
Type of peak hour being reported: System Peak

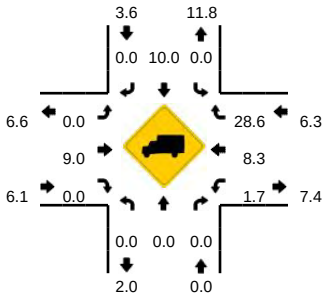
Method for determining peak hour: Total Entering Volume

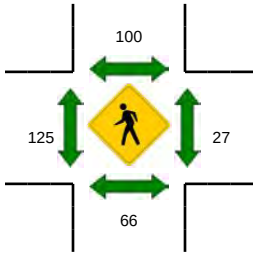
LOCATION: 25th St/Park Terrace Pl -- Monroe Ave
CITY/STATE: Corvallis, OR

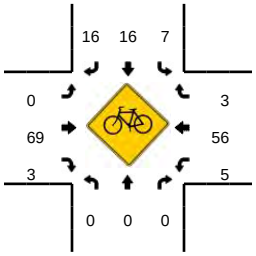
QC JOB #: 13124917
DATE: Wed, Oct 29 2014

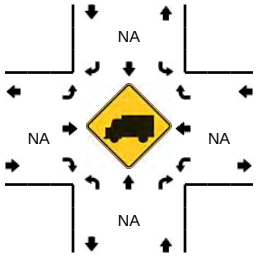
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

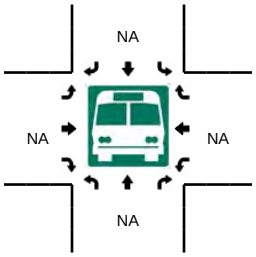












5-Min Count Period Beginning At	25th St/Park Terrace Pl (Northbound)				25th St/Park Terrace Pl (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	3	0	0	0	0	0	0	7	2	0	5	6	1	0	24	
7:35 AM	0	0	1	0	0	2	1	0	3	8	2	0	3	6	1	0	27	
7:40 AM	0	0	1	0	1	0	3	0	0	5	1	0	4	7	0	0	22	
7:45 AM	0	0	0	0	0	1	1	0	1	5	4	0	5	10	0	0	27	
7:50 AM	0	0	1	0	1	0	2	0	1	9	5	5	5	6	3	0	38	
7:55 AM	0	1	0	0	0	1	2	0	0	11	1	0	9	4	0	0	29	
8:00 AM	0	1	2	0	2	1	0	0	0	11	1	0	7	2	1	0	28	
8:05 AM	0	0	2	0	0	0	1	0	2	7	2	0	6	4	1	0	25	
8:10 AM	0	0	0	0	1	2	0	0	0	6	5	0	4	5	0	0	23	
8:15 AM	0	0	0	0	0	1	0	0	0	6	2	0	3	4	0	0	16	
8:20 AM	0	0	1	0	2	0	1	0	0	7	2	0	3	5	0	0	21	
8:25 AM	0	0	1	0	0	2	0	0	1	7	3	0	5	1	0	0	20	300
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	4	0	4	8	20	0	8	100	40	20	76	80	12	0	376
Heavy Trucks	0	0	0		0	0	0		0	4	0		4	8	0		16
Pedestrians		180				196				264				56			696
Bicycles	0	0	0		6	8	10		0	35	1		3	34	0		97
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/9/2014 5:24 PM

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

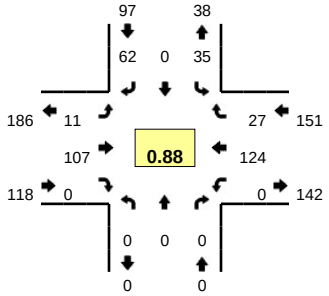
Type of peak hour being reported: System Peak

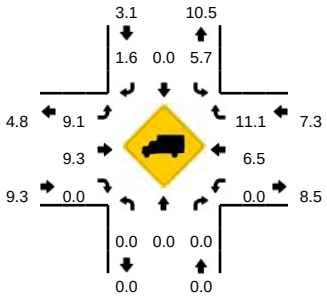
Method for determining peak hour: Total Entering Volume

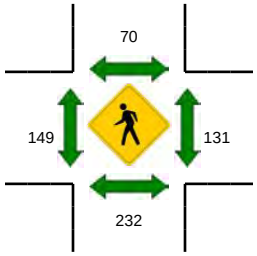
LOCATION: Kings Blvd -- Monroe Ave
CITY/STATE: Corvallis, OR

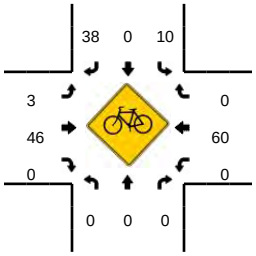
QC JOB #: 13124919
DATE: Wed, Oct 29 2014

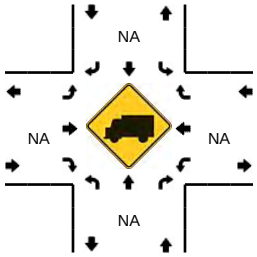
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

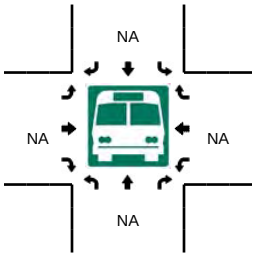












5-Min Count Period Beginning At	Kings Blvd (Northbound)				Kings Blvd (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	1	0	7	0	2	1	0	0	0	7	0	0	18	
7:35 AM	0	0	0	0	6	0	7	0	1	8	0	0	0	16	1	0	39	
7:40 AM	0	0	0	0	4	0	7	0	1	6	0	0	0	11	2	0	31	
7:45 AM	0	0	0	0	3	0	2	0	0	9	0	0	0	16	3	0	33	
7:50 AM	0	0	0	0	2	0	11	0	2	11	0	0	0	13	1	0	40	
7:55 AM	0	0	0	0	3	0	10	0	0	8	0	0	0	12	5	0	38	
8:00 AM	0	0	0	0	3	0	1	0	3	15	0	0	0	12	8	0	42	
8:05 AM	0	0	0	0	5	0	6	0	2	12	0	0	0	10	2	0	37	
8:10 AM	0	0	0	0	2	0	4	0	0	6	0	0	0	7	2	0	21	
8:15 AM	0	0	0	0	1	0	3	0	0	8	0	0	0	9	2	0	23	
8:20 AM	0	0	0	0	1	0	4	0	0	13	0	0	0	5	1	0	24	
8:25 AM	0	0	0	0	4	0	0	0	0	10	0	0	0	6	0	0	20	366
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	348
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	309
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	36	0	80	0	12	104	0	0	0	160	24	0	416
Heavy Trucks	0	0	0		4	0	0		0	16	0		0	8	0		28
Pedestrians		400				104				224				240			968
Bicycles	0	0	0		6	0	18		0	16	0		0	20	0		60
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

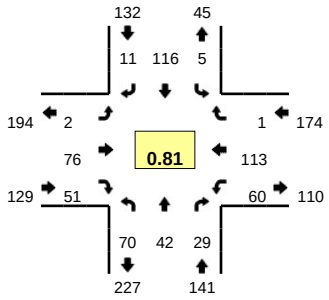
Type of peak hour being reported: System Peak

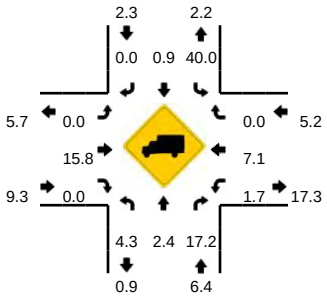
Method for determining peak hour: Total Entering Volume

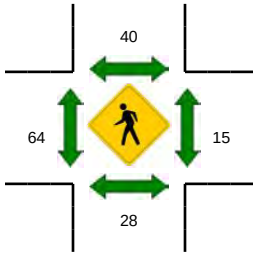
LOCATION: 14th St -- Monroe Ave
CITY/STATE: Corvallis, OR

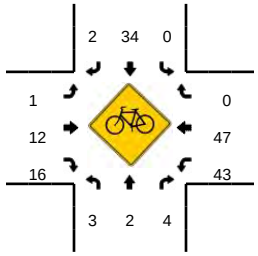
QC JOB #: 13124921
DATE: Wed, Oct 29 2014

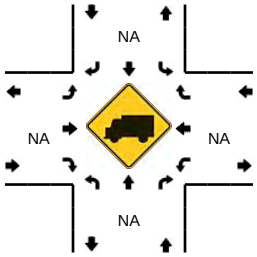
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

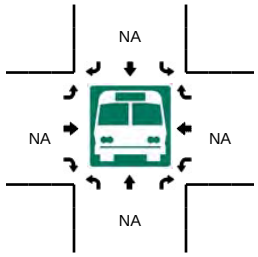












5-Min Count Period Beginning At	14th St (Northbound)				14th St (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	2	1	0	0	2	5	0	0	1	2	3	0	4	7	0	0	27	
7:35 AM	7	4	7	0	0	7	1	0	0	8	2	0	4	14	0	0	54	
7:40 AM	5	3	4	0	0	8	2	0	0	7	5	0	7	14	1	0	56	
7:45 AM	6	4	2	0	2	9	1	0	0	7	3	0	7	13	0	0	54	
7:50 AM	10	6	3	0	0	15	1	0	0	5	5	0	13	9	0	0	67	
7:55 AM	9	1	3	0	0	15	0	0	0	4	6	0	7	7	0	0	52	
8:00 AM	12	9	2	0	0	13	2	0	0	8	4	0	5	13	0	0	68	
8:05 AM	4	3	0	0	0	11	2	0	1	9	5	0	2	10	0	0	47	
8:10 AM	5	1	3	0	0	7	0	0	0	7	5	0	3	9	0	0	40	
8:15 AM	3	5	1	0	0	7	1	0	0	5	4	0	3	13	0	0	42	
8:20 AM	5	2	1	0	0	11	1	0	0	7	4	0	2	1	0	0	34	
8:25 AM	2	3	3	0	1	8	0	0	0	7	5	0	3	3	0	0	35	576
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	549
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	495
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	439
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	385
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	318
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	266
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	52	36	0	8	128	16	0	0	76	52	0	108	144	4	0	708
Heavy Trucks	4	0	8		0	4	0		0	24	0		0	8	0		48
Pedestrians		32				76				120				20			248
Bicycles	2	1	1		0	14	0		0	1	4		21	22	0		66
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

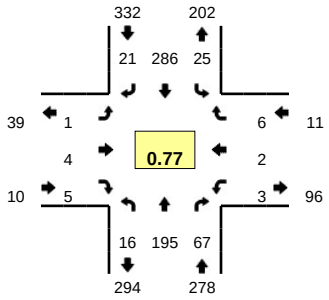
Type of peak hour being reported: System Peak

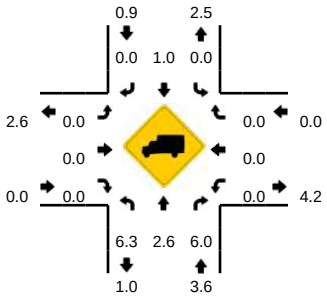
Method for determining peak hour: Total Entering Volume

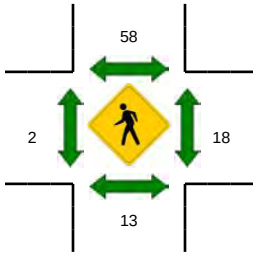
LOCATION: 35th St -- Campus Way
CITY/STATE: Corvallis, OR

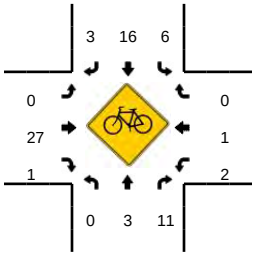
QC JOB #: 13124909
DATE: Wed, Oct 29 2014

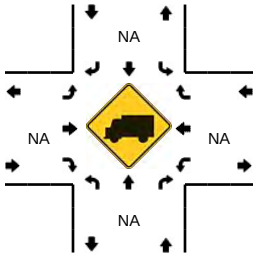
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

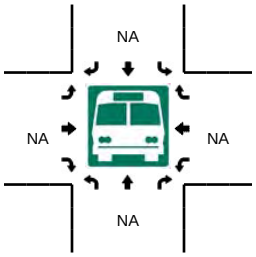












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Campus Way (Eastbound)				Campus Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	1	16	5	0	0	15	7	0	0	1	1	0	0	0	0	0	46	
7:35 AM	3	21	6	0	2	19	2	0	0	1	0	0	0	0	0	0	54	
7:40 AM	4	15	6	0	3	31	4	0	0	0	0	0	0	0	1	0	64	
7:45 AM	2	12	9	0	6	34	1	0	1	1	0	0	2	0	0	0	68	
7:50 AM	1	22	9	0	3	33	2	0	0	0	0	0	0	0	2	0	72	
7:55 AM	0	16	4	0	1	23	0	0	0	0	1	0	0	0	1	0	46	
8:00 AM	0	17	7	0	2	29	0	0	0	0	0	0	0	0	1	0	56	
8:05 AM	1	21	3	0	3	18	1	0	0	0	0	0	0	0	0	0	47	
8:10 AM	2	19	2	0	1	16	1	0	0	0	0	0	0	0	0	0	41	
8:15 AM	1	13	4	0	1	30	2	0	0	0	1	0	1	0	1	0	54	
8:20 AM	0	14	7	0	1	20	0	0	0	1	0	0	0	2	0	0	45	
8:25 AM	1	9	5	0	2	18	1	0	0	0	2	0	0	0	0	0	38	631
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	585
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	531
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	467
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	399
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	327
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	281
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	196	96	0	48	392	28	0	4	4	0	0	8	0	12	0	816
Heavy Trucks	0	4	4		0	4	0		0	0	0		0	0	0		12
Pedestrians		8				72				0				20			100
Bicycles	0	1	7		3	7	0		0	9	0		0	1	0		28
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

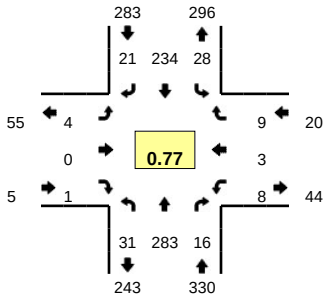
Type of peak hour being reported: System Peak

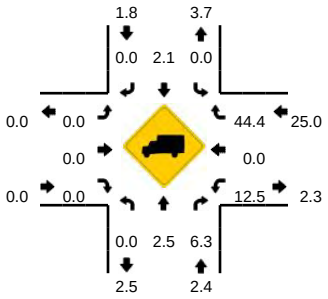
Method for determining peak hour: Total Entering Volume

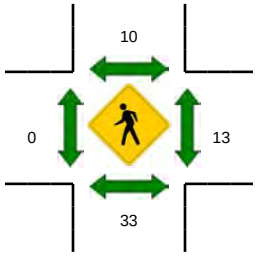
LOCATION: 35th St -- Jefferson Way
CITY/STATE: Corvallis, OR

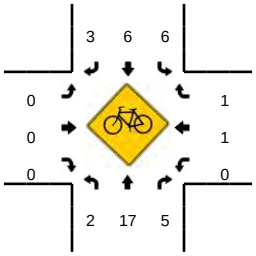
QC JOB #: 13124911
DATE: Wed, Oct 29 2014

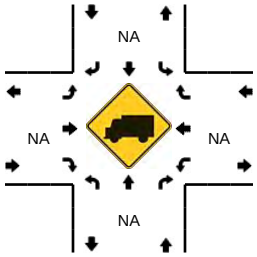
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

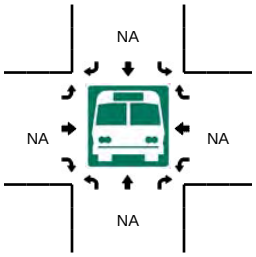












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Jefferson Way (Eastbound)				Jefferson Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	26	1	0	0	12	1	0	0	0	0	0	0	0	0	0	40	
7:35 AM	1	29	1	0	0	18	1	0	0	0	0	0	1	0	1	0	52	
7:40 AM	5	29	3	0	2	25	2	0	0	0	0	0	0	3	0	0	69	
7:45 AM	6	23	1	0	5	27	3	0	0	0	0	0	0	0	1	0	66	
7:50 AM	4	30	0	0	6	25	3	0	0	0	0	0	2	0	2	0	72	
7:55 AM	1	23	4	0	4	18	0	0	0	0	1	0	2	0	0	0	53	
8:00 AM	2	22	1	0	5	25	2	0	1	0	0	0	1	0	1	0	60	
8:05 AM	4	25	1	0	1	16	0	0	0	0	0	0	0	0	2	0	49	
8:10 AM	2	23	1	0	1	12	2	0	0	0	0	0	1	0	1	0	43	
8:15 AM	4	17	1	0	2	29	0	0	0	0	0	0	0	0	1	0	54	
8:20 AM	2	21	0	0	1	13	4	0	2	0	0	0	1	0	0	0	44	
8:25 AM	0	15	2	0	1	14	3	0	1	0	0	0	0	0	0	0	36	638
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	598
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	546
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	411
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	328	16	0	52	308	32	0	0	0	0	0	8	12	12	0	828
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	4		12
Pedestrians		72				28				0				28			128
Bicycles	0	9	1		1	4	0		0	0	0		0	0	1		16
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

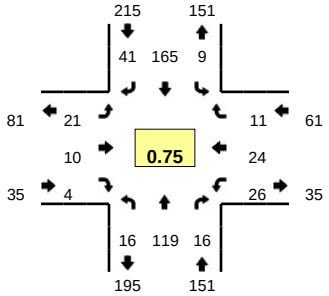
Type of peak hour being reported: Intersection Peak

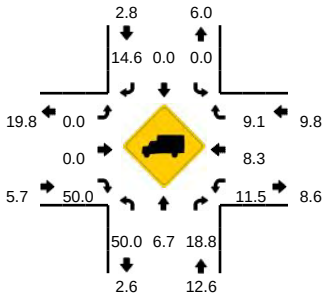
Method for determining peak hour: Total Entering Volume

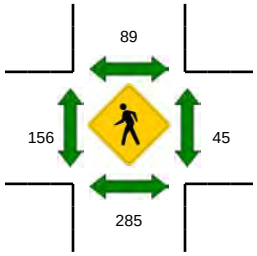
LOCATION: 14th St -- Jefferson Way
CITY/STATE: Corvallis, OR

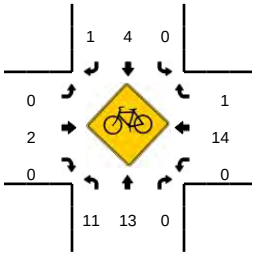
QC JOB #: 13124959
DATE: Wed, Oct 29 2014

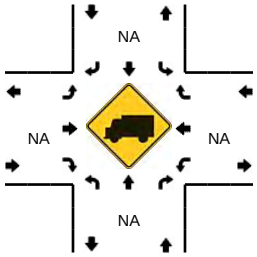
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

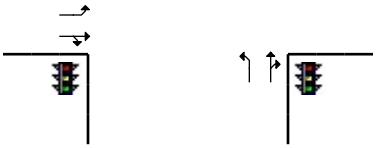


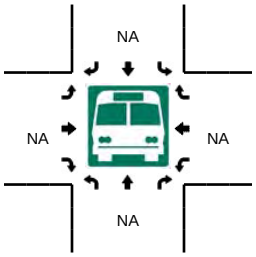












5-Min Count Period Beginning At	14th St (Northbound)				14th St (Southbound)				Jefferson Way (Eastbound)				Jefferson Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	1	3	2	0	0	11	2	0	2	1	0	0	1	5	0	0	28	
7:35 AM	0	10	2	0	0	12	1	0	8	0	0	0	4	1	1	0	39	
7:40 AM	1	11	3	0	0	18	4	0	1	0	1	0	4	2	2	0	47	
7:45 AM	1	15	2	0	1	15	3	0	0	1	0	0	2	1	1	0	42	
7:50 AM	3	15	4	0	0	21	3	0	0	0	0	0	3	0	1	0	50	
7:55 AM	0	14	0	0	0	22	6	0	7	2	1	0	0	2	1	0	55	
8:00 AM	3	14	0	0	1	14	5	0	1	4	0	0	3	3	2	0	50	
8:05 AM	2	8	0	0	1	15	3	0	0	0	2	0	1	2	1	0	35	
8:10 AM	1	9	2	0	1	11	4	0	2	2	0	0	1	4	0	0	37	
8:15 AM	2	7	0	0	2	12	0	0	0	0	0	0	0	2	1	0	26	
8:20 AM	1	6	1	0	2	8	6	0	0	0	0	0	2	1	0	0	27	
8:25 AM	1	7	0	0	1	6	4	0	0	0	0	0	5	1	1	0	26	462
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	434
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	395
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	348
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	172	16	0	4	228	56	0	32	24	4	0	24	20	16	0	620
Heavy Trucks	12	4	4		0	0	4		0	0	0		4	4	0		32
Pedestrians		312				148				252				60			772
Bicycles	9	7	0		0	1	0		0	0	0		0	7	0		24
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/4/2014 10:07 AM

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

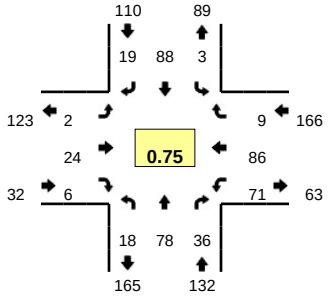
Type of peak hour being reported: System Peak

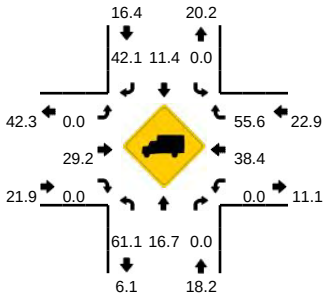
Method for determining peak hour: Total Entering Volume

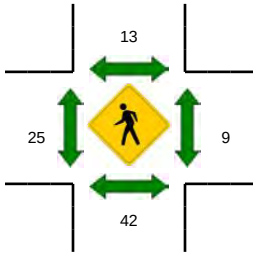
LOCATION: 11th St -- Jefferson Ave
CITY/STATE: Corvallis, OR

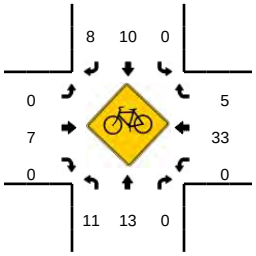
QC JOB #: 13124927
DATE: Wed, Oct 29 2014

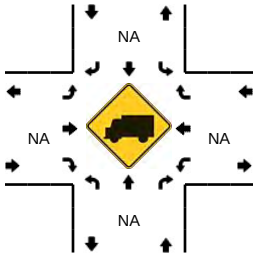
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

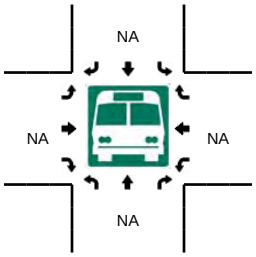












5-Min Count Period Beginning At	11th St (Northbound)				11th St (Southbound)				Jefferson Ave (Eastbound)				Jefferson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	5	2	0	1	2	0	0	0	4	0	0	4	7	0	0	25	
7:35 AM	2	5	1	0	0	3	3	0	0	0	0	0	8	6	1	0	29	
7:40 AM	3	4	2	0	0	4	2	0	0	2	0	0	10	15	1	0	43	
7:45 AM	2	10	1	0	0	11	2	0	0	4	0	0	2	12	1	0	45	
7:50 AM	3	24	2	0	0	7	0	0	0	1	0	0	12	10	0	0	59	
7:55 AM	3	4	5	0	0	13	1	0	0	2	1	0	6	4	1	0	40	
8:00 AM	2	5	7	0	0	6	3	0	1	3	0	0	7	7	1	0	42	
8:05 AM	0	2	0	0	0	6	0	0	0	0	2	0	5	5	0	0	20	
8:10 AM	0	6	4	0	1	6	3	0	1	2	0	0	4	6	1	0	34	
8:15 AM	0	4	8	0	0	11	0	0	0	1	1	0	3	8	1	0	37	
8:20 AM	2	4	2	0	0	8	2	0	0	1	2	0	8	5	1	0	35	
8:25 AM	1	5	2	0	1	11	3	0	0	4	0	0	2	1	1	0	31	440
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	343
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	152	20	0	0	88	16	0	0	28	0	0	96	148	8	0	588
Heavy Trucks	20	36	0		0	12	8		0	4	0		0	76	4		160
Pedestrians		92				28				56				24			200
Bicycles	5	9	0		0	3	2		0	1	0		0	19	1		40
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

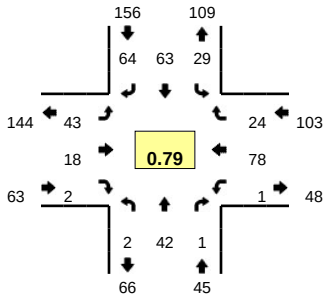
Type of peak hour being reported: System Peak

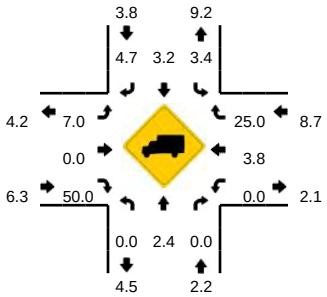
Method for determining peak hour: Total Entering Volume

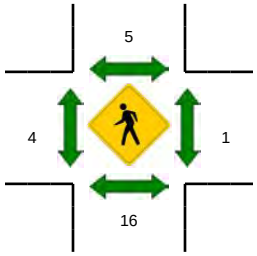
LOCATION: 9th Ave -- Jefferson Ave
CITY/STATE: Corvallis, OR

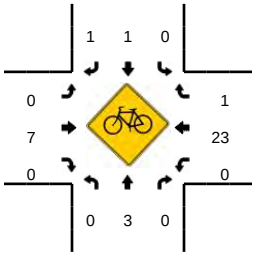
QC JOB #: 13124925
DATE: Wed, Oct 29 2014

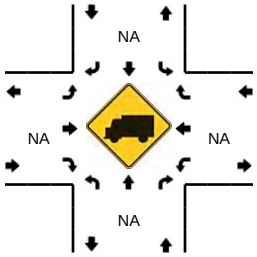
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

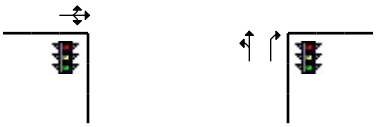


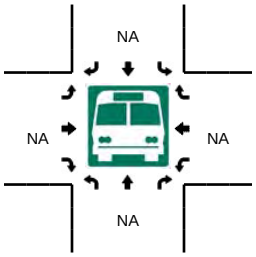












5-Min Count Period Beginning At	9th Ave (Northbound)				9th Ave (Southbound)				Jefferson Ave (Eastbound)				Jefferson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	3	0	0	5	1	4	0	6	0	0	0	0	5	1	0	25	
7:35 AM	0	1	0	0	2	7	6	0	0	0	0	0	0	4	2	0	22	
7:40 AM	0	2	0	0	0	8	10	0	1	2	0	0	0	10	1	0	34	
7:45 AM	0	8	0	0	3	10	5	0	4	3	0	0	0	7	5	0	45	
7:50 AM	1	7	0	0	1	6	3	0	3	0	0	0	0	14	2	0	37	
7:55 AM	0	8	0	0	2	5	6	0	7	1	0	0	0	10	4	0	43	
8:00 AM	1	1	0	0	4	2	5	0	7	3	1	0	1	5	2	0	32	
8:05 AM	0	1	0	0	2	5	5	0	0	0	0	0	0	5	2	0	20	
8:10 AM	0	0	0	0	1	3	5	0	5	1	0	0	0	6	1	0	22	
8:15 AM	0	5	0	0	5	4	4	0	5	5	0	0	0	5	2	0	35	
8:20 AM	0	3	1	0	1	5	9	0	3	1	1	0	0	4	1	0	29	
8:25 AM	0	3	0	0	3	7	2	0	2	2	0	0	0	3	1	0	23	367
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	68	0	0	16	96	72	0	32	20	0	0	0	124	32	0	464
Heavy Trucks	0	4	0		0	8	0		4	0	0		0	12	4		32
Pedestrians		32				12				4				0			48
Bicycles	0	1	0		0	0	0		0	1	0		0	9	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

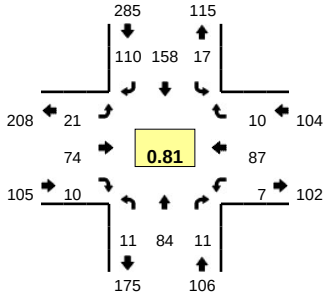
Type of peak hour being reported: System Peak

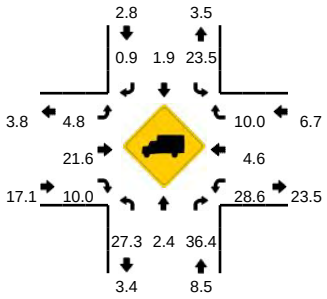
Method for determining peak hour: Total Entering Volume

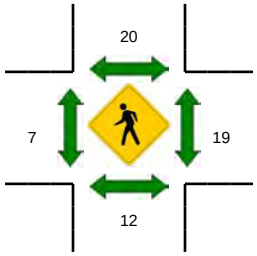
LOCATION: 9th St -- Monroe Ave
CITY/STATE: Corvallis, OR

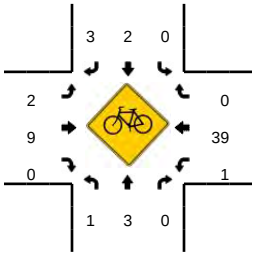
QC JOB #: 13124923
DATE: Wed, Oct 29 2014

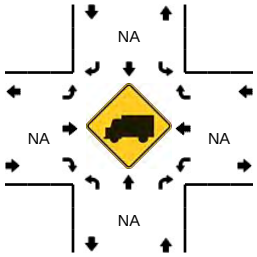
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

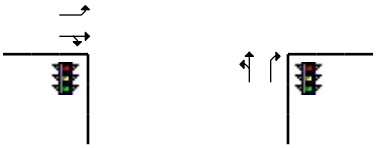


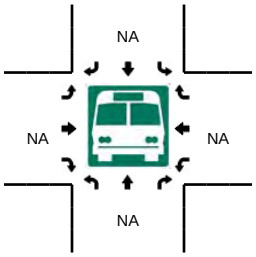












5-Min Count Period Beginning At	9th St (Northbound)				9th St (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	5	0	0	3	8	6	0	2	1	1	0	0	5	0	0	31	
7:35 AM	1	4	0	0	0	16	17	0	3	5	2	0	0	8	0	0	56	
7:40 AM	1	3	0	0	0	21	12	0	1	9	0	0	0	16	2	0	65	
7:45 AM	0	15	1	0	2	22	11	0	2	12	0	0	0	6	0	0	71	
7:50 AM	2	10	2	0	1	9	13	0	0	4	0	0	1	5	2	0	49	
7:55 AM	0	8	1	0	4	8	16	0	2	5	1	0	1	7	0	0	53	
8:00 AM	1	14	1	0	2	11	6	0	3	8	0	0	1	12	2	0	61	
8:05 AM	2	1	0	0	1	15	3	0	2	9	0	0	1	9	0	0	43	
8:10 AM	0	5	1	0	0	12	6	0	3	5	0	0	0	4	0	0	36	
8:15 AM	2	6	3	0	1	9	6	0	1	5	0	0	0	9	3	0	45	
8:20 AM	1	9	1	0	1	15	5	0	0	6	2	0	2	2	0	0	44	
8:25 AM	1	4	1	0	2	12	9	0	2	5	4	0	1	4	1	0	46	600
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	569
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	513
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	448
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	377
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	328
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	112	12	0	12	208	144	0	12	100	0	0	4	108	16	0	740
Heavy Trucks	4	4	4		4	8	0		4	28	0		0	0	0		56
Pedestrians		8				36				16				20			80
Bicycles	0	1	0		0	0	3		0	1	0		0	23	0		28
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

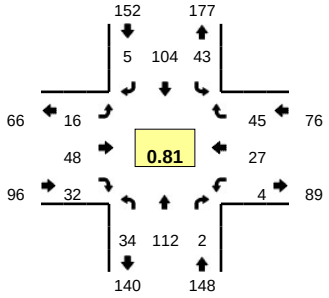
Type of peak hour being reported: System Peak

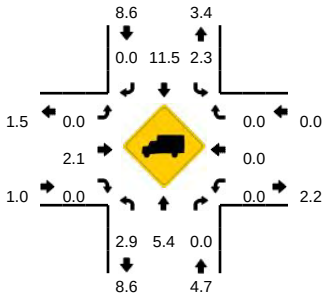
Method for determining peak hour: Total Entering Volume

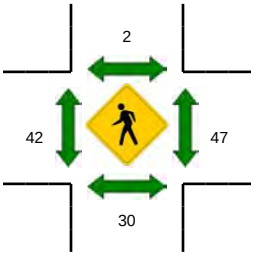
LOCATION: 30th St -- Washington Way
CITY/STATE: Corvallis, OR

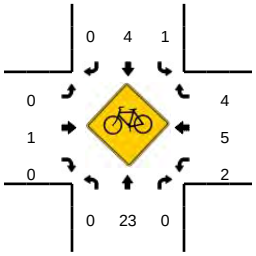
QC JOB #: 13124929
DATE: Wed, Oct 29 2014

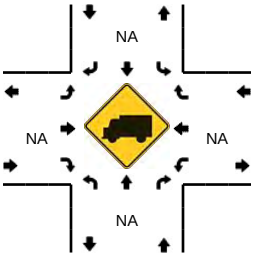
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

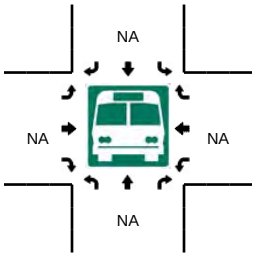












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	10	0	0	0	8	0	0	0	3	1	0	0	1	4	0	27	
7:35 AM	3	15	0	0	5	11	2	0	2	1	6	0	0	2	2	0	49	
7:40 AM	1	7	1	0	1	9	1	1	3	7	7	0	0	0	3	0	41	
7:45 AM	5	10	0	0	3	18	1	0	1	7	6	0	0	3	8	0	62	
7:50 AM	3	15	0	0	4	8	0	0	1	3	4	0	1	2	1	0	42	
7:55 AM	3	9	1	0	4	12	0	0	2	6	3	0	1	5	7	0	53	
8:00 AM	6	10	0	0	11	9	0	0	0	4	2	0	0	4	1	0	47	
8:05 AM	2	11	0	0	4	4	0	0	0	3	1	0	1	2	5	0	33	
8:10 AM	1	9	0	0	2	11	1	1	1	3	0	0	0	2	4	0	35	
8:15 AM	2	4	0	0	0	5	0	0	3	8	2	0	0	2	2	0	28	
8:20 AM	3	5	0	0	2	5	0	1	1	3	0	0	1	2	2	0	25	
8:25 AM	5	7	0	0	3	4	0	1	2	0	0	0	0	2	6	0	30	472
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	445
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	396
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	251
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	128	4	0	32	140	8	4	20	68	68	0	4	20	48	0	580
Heavy Trucks	0	4	0		4	8	0		0	0	0		0	0	0		16
Pedestrians		56				0				68				80			204
Bicycles	0	10	0		0	2	0		0	0	0		0	3	1		16
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

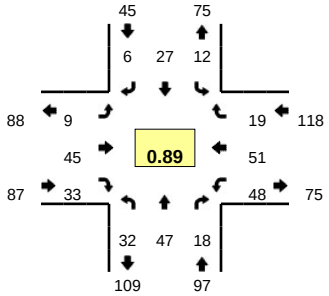
Type of peak hour being reported: System Peak

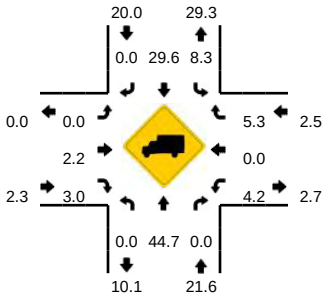
Method for determining peak hour: Total Entering Volume

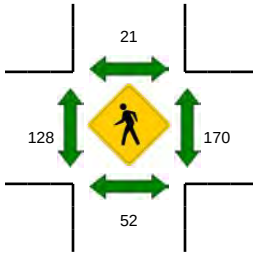
LOCATION: 26th St -- Washington Way
CITY/STATE: Corvallis, OR

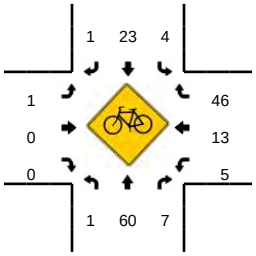
QC JOB #: 13124931
DATE: Wed, Oct 29 2014

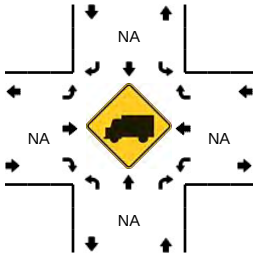
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

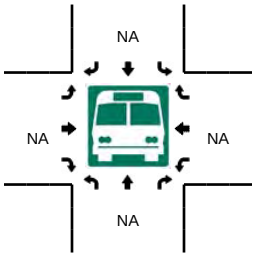












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	2	5	0	0	3	1	2	0	0	2	1	0	4	4	0	0	24	
7:35 AM	1	1	1	0	1	0	0	0	1	1	4	0	10	3	1	0	24	
7:40 AM	3	5	3	1	3	4	0	0	1	3	3	0	3	1	2	0	32	
7:45 AM	5	4	3	0	1	4	1	0	1	4	4	0	2	4	1	0	34	
7:50 AM	1	6	1	0	0	3	1	0	1	5	2	0	2	6	3	0	31	
7:55 AM	5	3	3	0	3	1	1	0	1	4	2	0	4	4	2	0	33	
8:00 AM	3	4	3	0	0	6	1	0	1	8	9	0	4	5	0	0	44	
8:05 AM	2	4	0	0	1	0	0	0	1	2	3	0	3	7	4	0	27	
8:10 AM	2	4	1	0	0	0	0	0	1	5	2	0	1	5	1	0	22	
8:15 AM	3	5	0	0	0	3	0	0	0	7	1	0	6	0	2	0	27	
8:20 AM	2	3	0	0	0	3	0	0	0	4	1	0	3	6	1	0	23	
8:25 AM	2	3	3	0	0	2	0	0	1	0	1	0	6	6	2	0	26	347
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	60	28	4	16	44	8	0	12	48	36	0	28	44	24	0	388
Heavy Trucks	0	20	0		0	12	0		0	0	4		0	0	0		36
Pedestrians		84				36				236				224			580
Bicycles	0	28	3		1	6	0		0	0	0		3	7	18		66
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

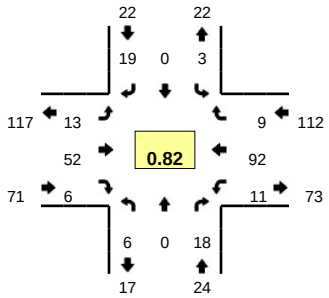
Type of peak hour being reported: Intersection Peak

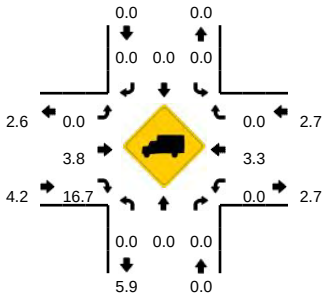
Method for determining peak hour: Total Entering Volume

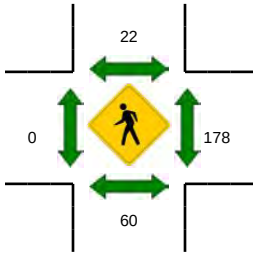
LOCATION: 17th St -- Washington Way
CITY/STATE: Corvallis, OR

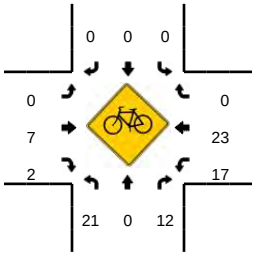
QC JOB #: 13124962
DATE: Wed, Oct 29 2014

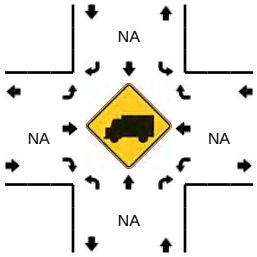
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

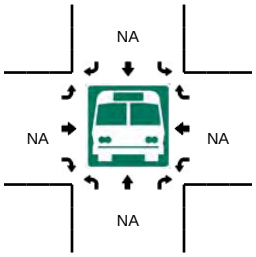












5-Min Count Period Beginning At	17th St (Northbound)				17th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	1	0	2	0	0	2	0	0	1	6	0	0	12	
7:35 AM	0	0	0	0	0	0	3	0	0	5	0	0	0	10	0	0	18	
7:40 AM	0	0	1	0	0	0	0	0	0	5	0	0	0	7	1	0	14	
7:45 AM	1	0	1	0	0	0	1	0	0	8	0	0	0	6	0	0	17	
7:50 AM	1	0	4	0	0	0	1	0	0	6	0	0	1	12	2	0	27	
7:55 AM	0	0	4	0	0	0	0	0	4	4	0	0	2	7	0	0	21	
8:00 AM	3	0	2	0	0	0	0	0	4	5	3	0	1	4	0	0	22	
8:05 AM	0	0	1	0	0	0	3	0	0	5	1	0	1	10	2	0	23	
8:10 AM	1	0	1	0	0	0	1	0	4	3	0	0	1	3	0	0	14	
8:15 AM	0	0	1	0	0	0	3	0	0	3	1	0	1	6	1	0	16	
8:20 AM	0	0	1	0	0	0	2	0	1	2	1	0	2	9	3	0	21	
8:25 AM	0	0	2	0	2	0	3	0	0	4	0	0	1	12	0	0	24	229
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	40	0	0	0	4	0	32	60	12	0	16	92	8	0	280
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Pedestrians		64				36				0				260			360
Bicycles	12	0	6		0	0	0		0	3	0		6	5	0		32
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/3/2014 10:09 AM

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

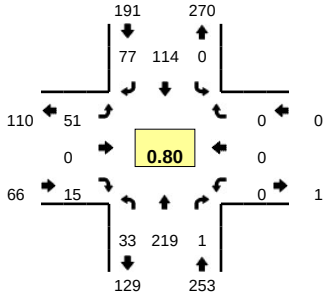
Type of peak hour being reported: System Peak

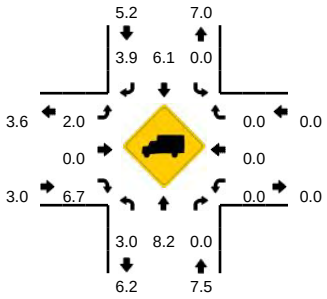
Method for determining peak hour: Total Entering Volume

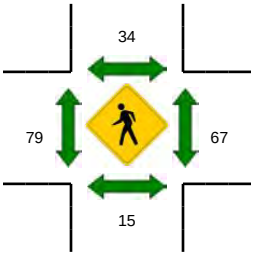
LOCATION: 15th St -- Washington Way
CITY/STATE: Corvallis, OR

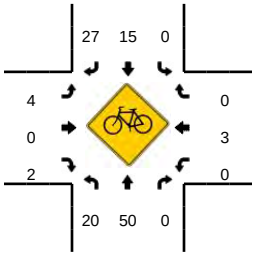
QC JOB #: 13124965
DATE: Wed, Oct 29 2014

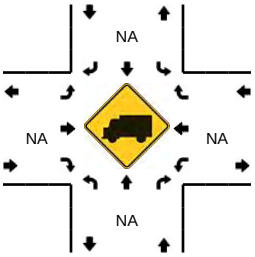
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

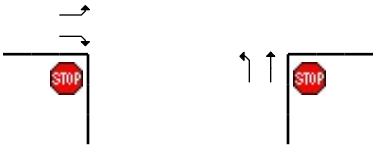


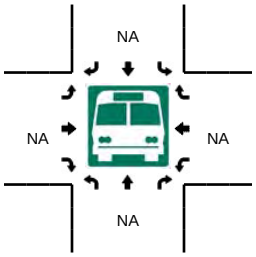












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	1	15	0	0	0	4	6	0	2	0	1	0	0	0	0	0	29	
7:35 AM	3	21	1	0	0	7	7	0	4	0	0	0	0	0	0	0	43	
7:40 AM	3	22	0	0	0	16	5	0	5	0	2	0	0	0	0	0	53	
7:45 AM	4	31	0	0	0	7	4	0	6	0	2	0	0	0	0	0	54	
7:50 AM	8	18	0	0	0	8	7	0	10	0	1	0	0	0	0	0	52	
7:55 AM	1	29	0	0	0	15	7	0	6	0	2	0	0	0	0	0	60	
8:00 AM	2	20	0	0	0	15	7	0	1	0	2	0	0	0	0	0	47	
8:05 AM	3	16	0	0	0	15	4	0	3	0	1	0	0	0	0	0	42	
8:10 AM	0	20	0	0	0	8	5	0	2	0	1	0	0	0	0	0	36	
8:15 AM	1	11	0	0	0	6	9	0	4	0	0	0	0	0	0	0	31	
8:20 AM	5	7	0	0	0	4	7	0	3	0	0	0	0	0	0	0	26	
8:25 AM	2	9	0	0	0	9	9	0	5	0	3	0	0	0	0	0	37	510
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	438
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	385
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	331
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	284	0	0	0	124	64	0	84	0	20	0	0	0	0	0	636
Heavy Trucks	0	16	0		0	4	4		0	0	4		0	0	0		28
Pedestrians		24				76				156				160			416
Bicycles	10	22	0		0	5	9		3	0	1		0	0	0		50
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:26 AM

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

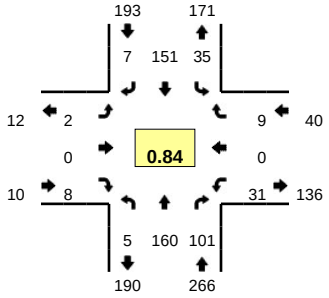
Type of peak hour being reported: System Peak

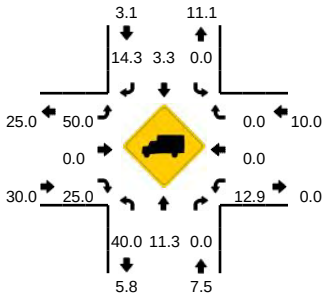
Method for determining peak hour: Total Entering Volume

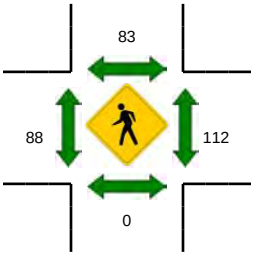
LOCATION: 15th St -- Washington Ave
CITY/STATE: Corvallis, OR

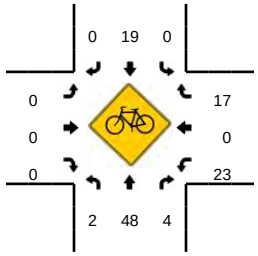
QC JOB #: 13124968
DATE: Wed, Oct 29 2014

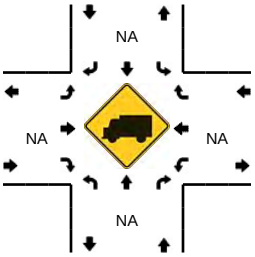
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

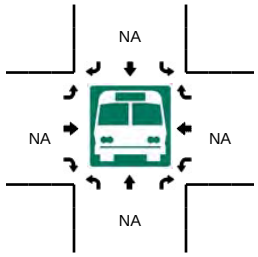












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				Washington Ave (Eastbound)				Washington Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	8	4	0	2	5	0	0	0	0	0	0	1	0	0	0	20	
7:05 AM	0	12	2	0	1	5	0	0	0	0	1	0	1	0	0	0	22	
7:10 AM	0	7	1	0	2	4	0	0	0	0	0	0	0	0	0	0	14	
7:15 AM	0	7	3	0	3	11	0	0	0	0	0	0	2	0	0	0	26	
7:20 AM	0	6	2	0	1	4	1	0	1	0	0	0	1	0	0	0	16	
7:25 AM	1	9	0	0	2	8	0	0	0	0	1	0	2	0	1	0	24	
7:30 AM	0	10	5	0	0	9	0	0	0	0	0	0	1	0	0	0	25	
7:35 AM	0	16	10	0	2	15	1	0	0	0	1	0	0	0	1	0	46	
7:40 AM	0	14	12	0	3	16	2	0	0	0	1	0	1	0	0	0	49	
7:45 AM	0	25	12	0	3	11	1	0	0	0	0	0	1	0	1	0	54	
7:50 AM	1	20	6	0	6	13	0	0	0	0	0	0	2	0	1	0	49	
7:55 AM	2	14	20	0	5	18	2	0	0	0	0	0	2	0	1	0	64	409
8:00 AM	0	13	7	0	1	17	0	0	1	0	1	0	3	0	2	0	45	434
8:05 AM	1	12	6	0	6	15	0	0	0	0	2	0	2	0	0	0	44	456
8:10 AM	1	14	5	0	3	12	0	0	0	0	2	0	0	0	0	0	37	479
8:15 AM	0	8	8	0	1	8	0	0	0	0	0	0	6	0	0	0	31	484
8:20 AM	0	7	3	0	4	7	0	0	0	0	0	0	4	0	2	0	27	495
8:25 AM	0	7	7	0	1	10	1	0	1	0	1	0	9	0	1	0	38	509
8:30 AM	0	9	8	0	2	8	1	0	0	0	0	0	2	0	2	0	32	516
8:35 AM	0	10	11	0	5	10	0	0	0	0	0	0	2	0	1	0	39	509
8:40 AM	1	16	11	0	5	21	0	0	0	0	0	0	1	0	3	0	58	518
8:45 AM	0	13	7	0	3	7	1	0	0	0	0	0	6	0	0	0	37	501
8:50 AM	0	21	6	0	2	16	1	0	0	0	0	0	5	0	0	0	51	503
8:55 AM	0	19	5	0	5	12	1	0	1	0	0	0	1	0	0	0	44	483

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	236	120	0	48	160	12	0	0	0	4	0	16	0	8	0	608
Heavy Trucks	0	20	0		0	8	0		0	0	0		4	0	0		32
Pedestrians		0				128				160				204			492
Bicycles	0	25	1		0	8	0		0	0	0		6	0	9		49
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:26 AM

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

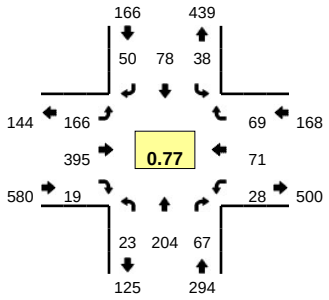
Type of peak hour being reported: System Peak

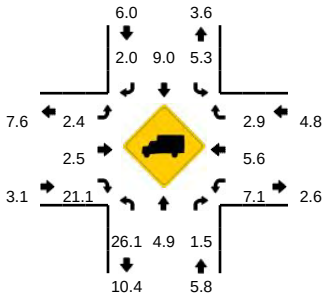
Method for determining peak hour: Total Entering Volume

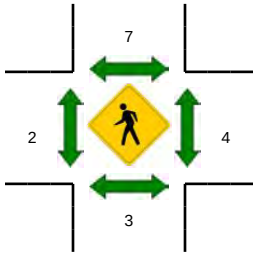
LOCATION: 35th St -- Western Blvd
CITY/STATE: Corvallis, OR

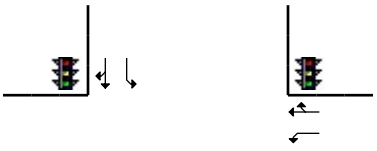
QC JOB #: 13124951
DATE: Wed, Oct 29 2014

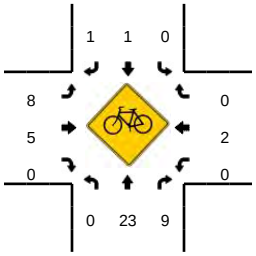
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

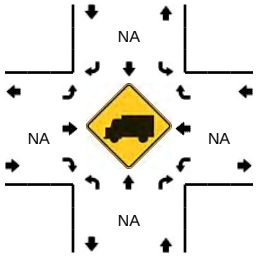


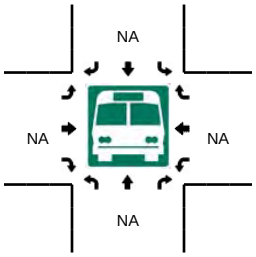












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	1	18	2	0	4	4	4	0	16	29	2	0	1	4	6	0	91	
7:35 AM	1	16	10	0	7	8	3	0	16	39	1	0	0	9	9	0	119	
7:40 AM	0	28	7	0	2	4	0	0	18	49	1	0	2	6	4	0	121	
7:45 AM	0	20	5	0	1	14	2	0	12	59	3	0	7	8	6	0	137	
7:50 AM	2	24	9	0	0	11	7	0	19	46	0	0	4	6	7	0	135	
7:55 AM	1	18	12	0	5	6	5	0	13	39	1	0	2	5	8	0	115	
8:00 AM	3	18	4	0	8	5	7	0	17	24	0	0	1	6	4	0	97	
8:05 AM	2	16	7	0	0	5	3	0	11	28	2	0	3	11	3	0	91	
8:10 AM	7	10	3	0	0	5	2	0	16	15	4	0	1	1	5	0	69	
8:15 AM	3	15	1	0	5	3	9	0	13	17	2	0	3	4	6	0	81	
8:20 AM	0	12	5	0	3	5	4	0	8	29	3	0	0	7	4	0	80	
8:25 AM	3	9	2	0	3	8	4	0	7	21	0	0	4	4	7	0	72	1208
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1117
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	998
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	877
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	740
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	605
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	393
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	288	84	0	12	116	36	0	196	616	16	0	52	80	68	0	1572
Heavy Trucks	0	4	0		0	8	0		4	20	0		8	4	4		52
Pedestrians		0				8				8				8			24
Bicycles	0	7	2		0	0	1		3	3	0		0	0	0		16
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

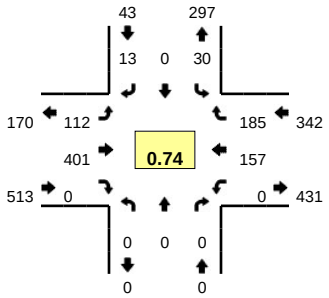
Type of peak hour being reported: System Peak

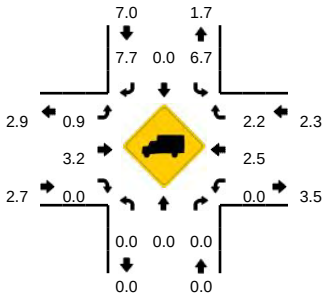
Method for determining peak hour: Total Entering Volume

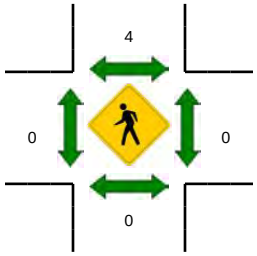
LOCATION: 30th St -- Western Blvd
CITY/STATE: Corvallis, OR

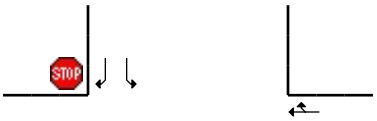
QC JOB #: 13124949
DATE: Wed, Oct 29 2014

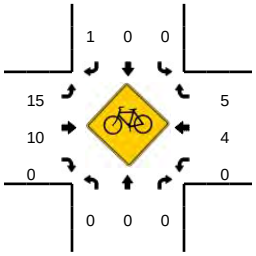
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

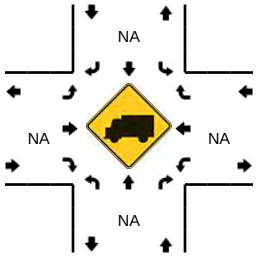


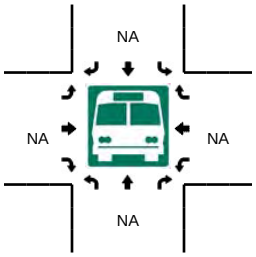












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	0	0	0	4	14	0	0	0	7	7	0	34	
7:05 AM	0	0	0	0	1	0	0	0	4	12	0	0	0	7	5	0	29	
7:10 AM	0	0	0	0	3	0	2	0	3	13	0	0	0	2	3	0	26	
7:15 AM	0	0	0	0	1	0	2	0	2	9	0	0	0	6	4	0	24	
7:20 AM	0	0	0	0	1	0	2	0	6	15	0	0	0	6	4	0	34	
7:25 AM	0	0	0	0	2	0	2	0	2	25	0	0	0	7	12	0	50	
7:30 AM	0	0	0	0	2	0	0	0	10	31	0	0	0	14	11	0	68	
7:35 AM	0	0	0	0	2	0	0	0	13	41	0	0	0	16	16	0	88	
7:40 AM	0	0	0	0	1	0	0	0	8	51	0	0	0	13	20	0	93	
7:45 AM	0	0	0	0	2	0	1	0	15	48	0	0	0	15	26	0	107	
7:50 AM	0	0	0	0	0	0	5	0	16	42	0	0	0	14	26	0	103	
7:55 AM	0	0	0	0	6	0	0	0	14	50	0	0	0	14	19	0	103	759
8:00 AM	0	0	0	0	5	0	0	0	9	27	0	0	0	15	15	0	71	796
8:05 AM	0	0	0	0	3	0	1	0	3	33	0	0	0	12	15	0	67	834
8:10 AM	0	0	0	0	2	0	3	0	4	13	0	0	0	7	11	0	40	848
8:15 AM	0	0	0	0	2	0	0	0	4	18	0	0	0	10	7	0	41	865
8:20 AM	0	0	0	0	1	0	1	0	7	28	0	0	0	11	11	0	59	890
8:25 AM	0	0	0	0	4	0	2	0	9	19	0	0	0	16	8	0	58	898
8:30 AM	0	0	0	0	1	0	1	0	1	20	0	0	0	9	8	0	40	870
8:35 AM	0	0	0	0	2	0	1	0	4	20	0	0	0	14	12	0	53	835
8:40 AM	0	0	0	0	0	0	1	0	6	30	0	0	0	12	17	0	66	808
8:45 AM	0	0	0	0	5	0	0	0	2	34	0	0	0	11	8	0	60	761
8:50 AM	0	0	0	0	5	0	3	0	4	30	0	0	0	14	13	0	69	727
8:55 AM	0	0	0	0	7	0	2	0	1	22	0	0	0	8	11	0	51	675

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	24	0	156	564	0	0	0	168	288	0	1212
Heavy Trucks	0	0	0		0	0	4		4	12	0		0	12	0		32
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	1		4	5	0		0	2	0		12
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

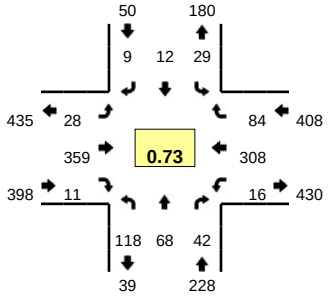
Type of peak hour being reported: System Peak

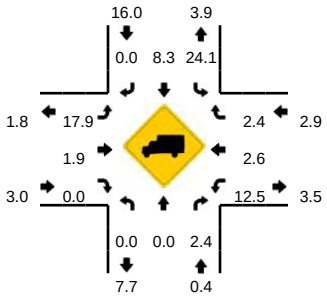
Method for determining peak hour: Total Entering Volume

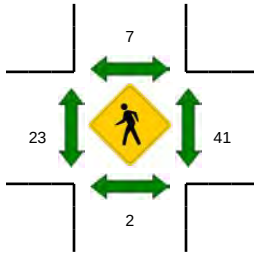
LOCATION: 26th St -- Western Blvd
CITY/STATE: Corvallis, OR

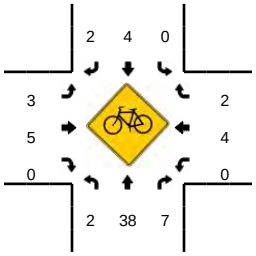
QC JOB #: 13124947
DATE: Wed, Oct 29 2014

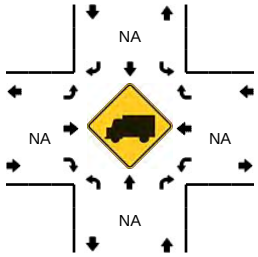
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

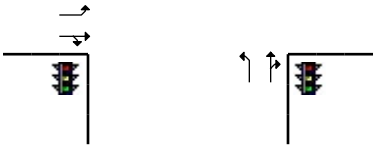


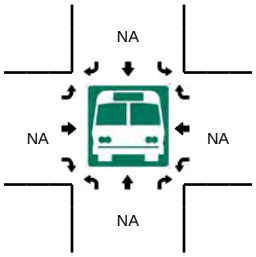












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	13	3	2	0	2	0	1	0	2	21	1	0	2	23	8	0	78	
7:35 AM	10	10	3	0	2	3	1	0	2	27	1	0	1	26	7	0	93	
7:40 AM	17	8	4	0	3	3	0	0	8	40	2	0	4	28	11	0	128	
7:45 AM	12	11	9	0	3	1	0	0	1	47	1	0	2	42	7	0	136	
7:50 AM	17	6	3	0	1	2	1	0	2	32	0	0	0	33	10	0	107	
7:55 AM	6	4	5	0	2	0	0	0	3	54	1	0	1	30	9	0	115	
8:00 AM	7	3	5	0	3	2	0	0	3	29	2	0	1	23	8	0	86	
8:05 AM	8	4	3	0	3	0	2	0	4	33	1	0	2	25	4	0	89	
8:10 AM	10	4	4	0	2	0	1	0	0	18	1	0	1	11	5	0	57	
8:15 AM	7	11	3	0	4	0	1	0	0	16	0	0	1	15	6	0	64	
8:20 AM	5	1	0	0	2	1	0	0	1	24	0	0	1	26	7	0	68	
8:25 AM	6	3	1	0	2	0	2	0	2	18	1	0	0	26	2	0	63	1084
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1006
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	913
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	785
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	649
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	542
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	427
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	341
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	184	100	64	0	28	24	4	0	44	476	12	0	24	412	112	0	1484
Heavy Trucks	0	0	0		4	0	0		0	12	0		4	12	0		32
Pedestrians		4				12				40				32			88
Bicycles	1	18	2		0	0	2		0	2	0		0	0	1		26
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

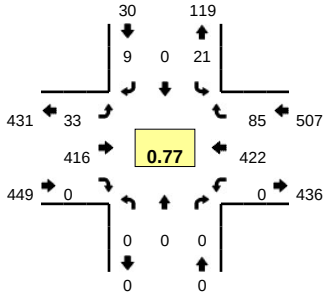
LOCATION: Stadium Ave -- Western Blvd

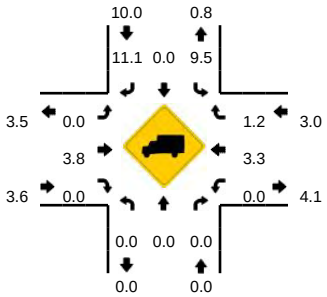
CITY/STATE: Corvallis, OR

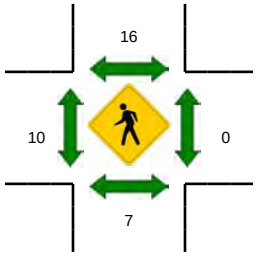
QC JOB #: 13124945

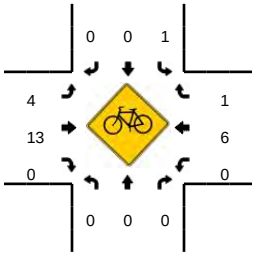
DATE: Wed, Oct 29 2014

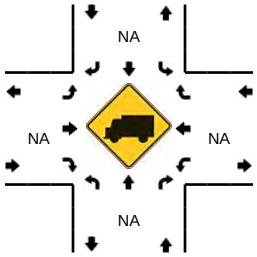
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

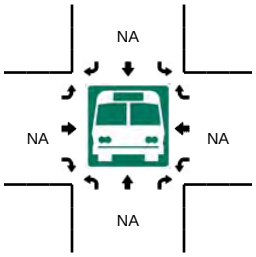












5-Min Count Period Beginning At	Stadium Ave (Northbound)				Stadium Ave (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	0	0	1	0	2	27	0	0	0	42	5	0	77	
7:35 AM	0	0	0	0	1	0	0	0	4	20	0	0	0	32	5	0	62	
7:40 AM	0	0	0	0	1	0	0	0	8	47	0	0	0	53	10	0	119	
7:45 AM	0	0	0	0	0	0	1	0	2	57	0	0	0	40	8	0	108	
7:50 AM	0	0	0	0	4	0	1	0	3	33	0	0	0	43	11	0	95	
7:55 AM	0	0	0	0	5	0	1	0	2	57	0	0	0	39	2	0	106	
8:00 AM	0	0	0	0	0	0	1	0	2	36	0	0	0	35	9	0	83	
8:05 AM	0	0	0	0	3	0	1	0	2	41	0	0	0	28	5	0	80	
8:10 AM	0	0	0	0	2	0	0	1	2	26	0	0	0	20	10	0	61	
8:15 AM	0	0	0	0	2	0	1	0	1	25	0	0	0	21	4	0	54	
8:20 AM	0	0	0	0	0	0	0	0	2	29	0	0	0	38	6	0	75	
8:25 AM	0	0	0	0	2	0	2	0	3	18	0	0	0	31	10	0	66	986
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	909
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	847
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	728
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	419
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	336
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	8	0	52	548	0	0	0	544	116	0	1288
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	16	0		32
Pedestrians		8				28				8				0			44
Bicycles	0	0	0		0	0	0		2	6	0		0	1	1		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/9/2014 5:20 PM

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

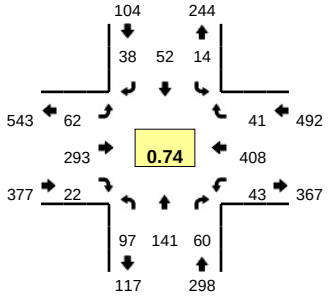
Type of peak hour being reported: System Peak

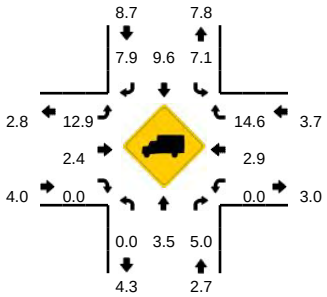
Method for determining peak hour: Total Entering Volume

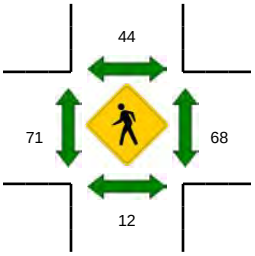
LOCATION: 15th St -- Western Blvd
CITY/STATE: Corvallis, OR

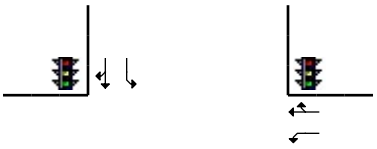
QC JOB #: 13124941
DATE: Wed, Oct 29 2014

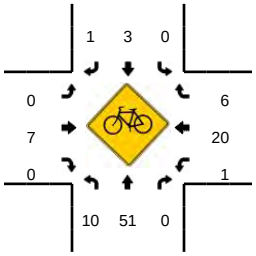
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

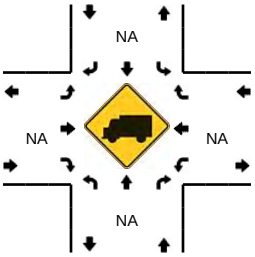


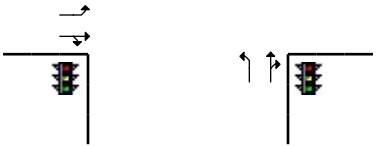


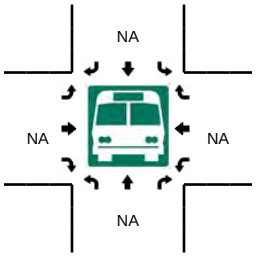












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	7	7	4	0	0	3	0	0	3	23	1	0	3	41	3	0	95	
7:35 AM	9	17	6	0	1	3	3	0	5	12	0	0	4	32	5	0	97	
7:40 AM	11	18	7	0	1	11	7	0	6	33	2	0	3	44	3	0	146	
7:45 AM	15	16	8	0	2	2	3	0	7	34	1	0	4	39	7	0	138	
7:50 AM	11	19	6	0	2	0	5	0	7	33	2	0	7	50	5	0	147	
7:55 AM	3	14	7	0	1	7	2	0	8	30	6	0	3	38	3	0	122	
8:00 AM	3	12	2	0	4	4	7	0	2	29	1	0	4	33	1	0	102	
8:05 AM	7	10	4	0	0	8	2	0	5	28	2	0	1	30	3	0	100	
8:10 AM	10	12	7	0	1	7	1	0	6	20	0	0	2	24	3	0	93	
8:15 AM	5	5	3	0	0	3	0	0	6	21	1	0	0	18	1	0	63	
8:20 AM	11	4	3	0	1	2	3	0	3	16	3	0	5	27	4	0	82	
8:25 AM	5	7	3	0	1	2	5	0	4	14	3	0	7	32	3	0	86	1271
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1176
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1079
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	933
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	795
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	648
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	526
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	424
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	324
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	148	212	84	0	20	52	60	0	80	400	20	0	56	532	60	0	1724
Heavy Trucks	0	4	4		4	0	8		8	12	0		0	16	8		64
Pedestrians		24				96				152				156			428
Bicycles	3	23	0		0	1	1		0	1	0		1	9	1		40
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/9/2014 5:20 PM

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

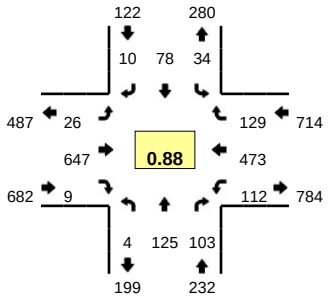
Type of peak hour being reported: System Peak

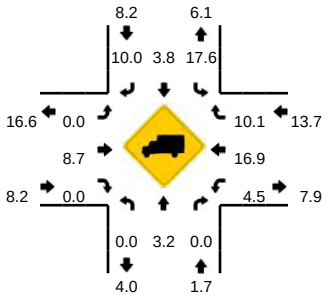
Method for determining peak hour: Total Entering Volume

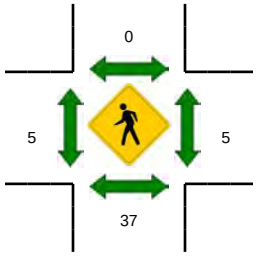
LOCATION: 35th St -- US 20
CITY/STATE: Corvallis, OR

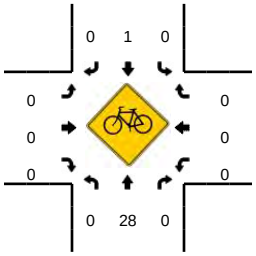
QC JOB #: 13124953
DATE: Wed, Oct 29 2014

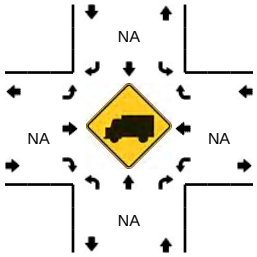
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

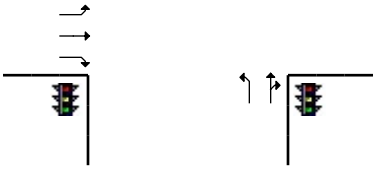


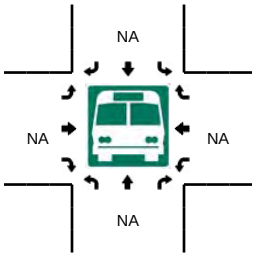












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	7	5	0	3	4	2	0	2	51	1	0	10	32	14	0	131	
7:35 AM	0	15	9	0	1	3	0	0	1	60	2	0	6	45	9	0	151	
7:40 AM	0	12	12	0	2	6	2	0	10	57	0	0	3	34	16	0	154	
7:45 AM	0	13	11	0	7	13	1	0	1	56	1	0	15	35	9	0	162	
7:50 AM	3	15	12	0	4	12	0	0	4	54	0	0	19	41	17	0	181	
7:55 AM	1	11	11	0	1	8	1	0	4	63	0	0	8	40	11	0	159	
8:00 AM	0	10	10	0	1	4	1	0	1	53	2	0	10	39	10	0	141	
8:05 AM	0	13	11	0	4	6	0	0	2	41	0	0	12	52	14	0	155	
8:10 AM	0	10	5	0	3	7	1	0	0	57	3	0	5	39	6	0	136	
8:15 AM	0	4	4	0	3	3	0	0	0	53	0	0	8	46	10	0	131	
8:20 AM	0	6	5	0	3	2	1	0	1	62	0	0	6	43	8	0	137	
8:25 AM	0	9	8	0	2	10	1	0	0	40	0	0	10	27	5	0	112	1750
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1619
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1468
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1314
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1152
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	971
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	812
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	671
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	516
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	160	140	0	52	124	12	0	60	668	4	0	148	440	168	0	1988
Heavy Trucks	0	0	0		0	8	0		0	40	0		4	60	4		116
Pedestrians		36				0				8				4			48
Bicycles	0	10	0		0	0	0		0	0	0		0	0	0		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

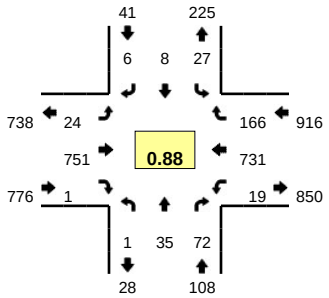
Type of peak hour being reported: System Peak

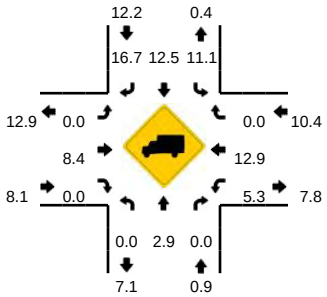
Method for determining peak hour: Total Entering Volume

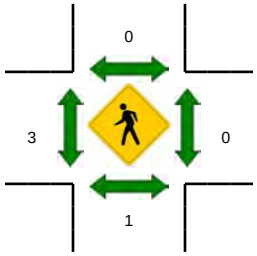
LOCATION: 26th St -- US 20
CITY/STATE: Corvallis, OR

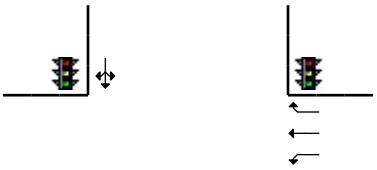
QC JOB #: 13124955
DATE: Wed, Oct 29 2014

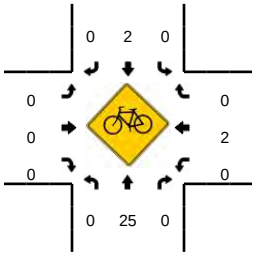
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

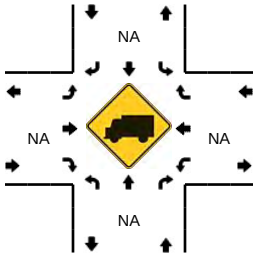


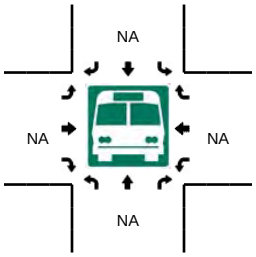












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	1	8	0	2	0	0	0	2	59	0	0	1	58	12	0	143	
7:35 AM	0	0	4	0	3	0	1	0	4	66	0	0	2	67	19	0	166	
7:40 AM	0	7	4	0	6	2	0	0	2	58	0	0	3	50	24	0	156	
7:45 AM	1	9	12	0	4	0	1	0	3	70	0	0	3	62	17	0	182	
7:50 AM	0	5	6	0	1	0	0	0	3	72	0	0	1	83	12	0	183	
7:55 AM	0	3	5	0	2	0	0	0	1	68	0	0	2	57	12	0	150	
8:00 AM	0	3	8	0	3	2	0	0	3	47	0	0	0	67	9	0	142	
8:05 AM	0	1	7	0	1	1	1	0	0	72	1	0	2	77	16	0	179	
8:10 AM	0	3	8	0	3	1	2	0	1	62	0	0	1	58	14	0	153	
8:15 AM	0	2	3	0	1	1	0	0	3	54	0	0	0	53	12	0	129	
8:20 AM	0	0	5	0	0	0	1	0	0	60	0	0	3	56	6	0	131	
8:25 AM	0	1	2	0	1	1	0	0	2	63	0	0	1	43	13	0	127	1841
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1698
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1532
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1194
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1011
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	861
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	719
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	540
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	387
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	84	88	0	44	8	4	0	32	800	0	0	28	780	212	0	2084
Heavy Trucks	0	4	0		4	0	4		0	48	0		0	76	0		136
Pedestrians		0				0				8				0			8
Bicycles	0	11	0		0	0	0		0	0	0		0	0	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

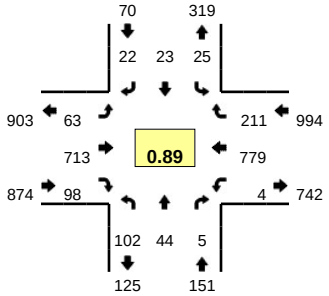
Type of peak hour being reported: System Peak

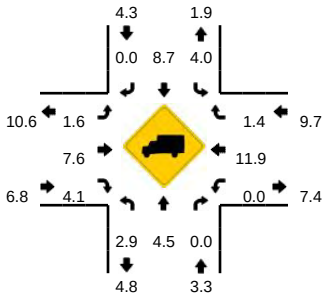
Method for determining peak hour: Total Entering Volume

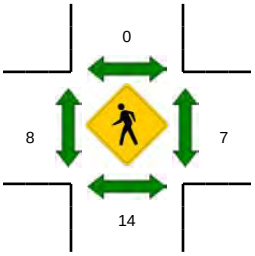
LOCATION: 15th St -- US 20
CITY/STATE: Corvallis, OR

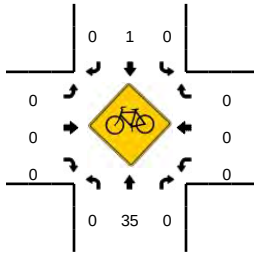
QC JOB #: 13124957
DATE: Wed, Oct 29 2014

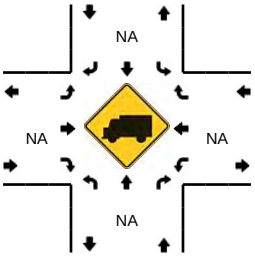
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

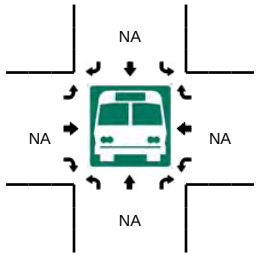












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	8	2	0	0	2	2	1	0	4	56	6	0	0	78	20	0	179	
7:35 AM	12	8	1	0	3	0	1	0	5	59	6	0	0	66	26	0	187	
7:40 AM	14	4	0	0	2	5	2	0	7	48	5	0	0	57	27	0	171	
7:45 AM	11	9	0	0	0	3	1	0	11	79	8	0	0	80	21	0	223	
7:50 AM	12	6	1	0	3	2	1	0	5	76	5	0	0	68	15	0	194	
7:55 AM	13	1	0	0	4	2	3	0	8	64	8	0	2	60	19	0	184	
8:00 AM	5	3	0	0	4	1	5	0	2	53	13	0	0	60	11	0	157	
8:05 AM	1	0	1	0	0	1	1	1	9	59	13	0	0	87	26	0	199	
8:10 AM	9	5	0	0	4	2	3	0	3	57	8	0	0	64	17	0	172	
8:15 AM	6	2	0	0	0	1	1	0	2	48	4	0	1	55	11	0	131	
8:20 AM	9	4	1	0	1	4	3	0	2	54	11	0	0	43	7	0	139	
8:25 AM	2	0	1	0	1	0	0	0	5	60	11	0	1	61	11	0	153	2089
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1910
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1723
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1552
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1329
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	951
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	794
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	595
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	423
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	148	76	4	0	20	40	16	0	92	812	72	0	0	820	252	0	2352
Heavy Trucks	0	0	0		0	0	0		4	44	0		0	72	4		124
Pedestrians		20				0				16				4			40
Bicycles	0	14	0		0	0	0		0	0	0		0	0	0		14
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

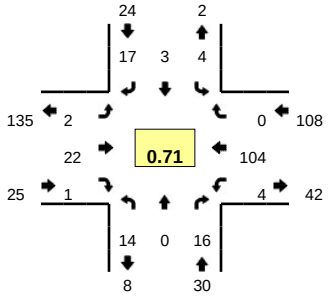
Type of peak hour being reported: System Peak

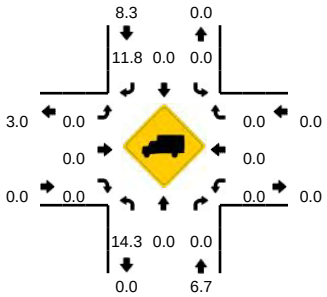
Method for determining peak hour: Total Entering Volume

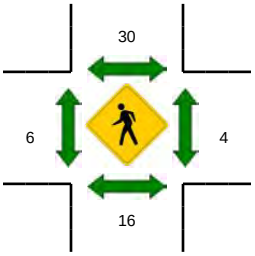
LOCATION: 13th St -- Washington Ave
CITY/STATE: Corvallis, OR

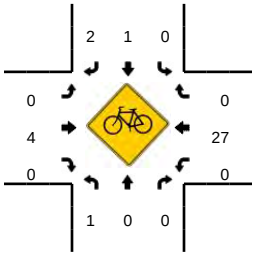
QC JOB #: 13124933
DATE: Wed, Oct 29 2014

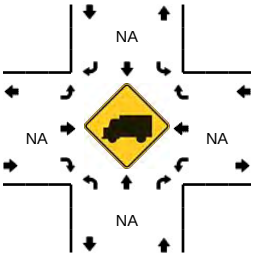
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

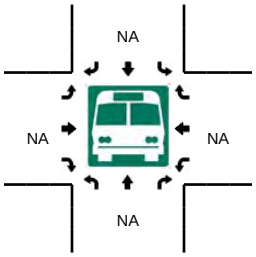












5-Min Count Period Beginning At	13th St (Northbound)				13th St (Southbound)				Washington Ave (Eastbound)				Washington Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5	
7:35 AM	2	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	11	
7:40 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	11	0	0	16	
7:45 AM	2	0	0	0	0	1	1	0	0	1	0	0	2	11	0	0	18	
7:50 AM	3	0	1	0	1	0	2	0	0	5	0	0	0	20	0	0	32	
7:55 AM	0	0	2	0	0	0	2	0	0	4	0	0	0	6	0	0	14	
8:00 AM	4	0	2	0	0	0	1	0	0	0	1	0	0	11	0	0	19	
8:05 AM	2	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	10	
8:10 AM	0	0	1	0	0	1	1	0	0	2	0	0	0	4	0	0	9	
8:15 AM	0	0	2	0	1	0	2	0	1	1	0	0	1	7	0	0	15	
8:20 AM	0	0	1	0	1	0	2	0	1	2	0	0	0	8	0	0	15	
8:25 AM	1	0	2	0	1	1	5	0	0	2	0	0	1	10	0	0	23	187
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	0	20	0	4	4	16	0	0	24	0	0	8	168	0	0	264
Heavy Trucks	4	0	0		0	0	4		0	0	0		0	0	0		8
Pedestrians		36				52				12				0			100
Bicycles	1	0	0		0	0	1		0	1	0		0	9	0		12
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

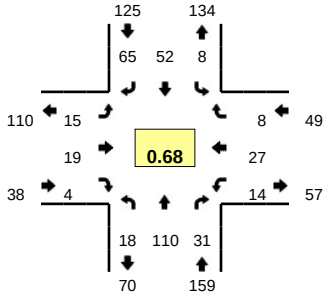
Type of peak hour being reported: System Peak

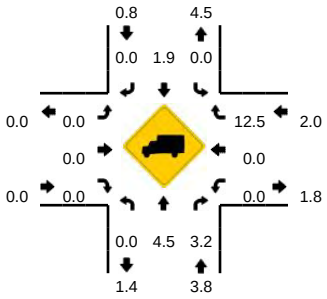
Method for determining peak hour: Total Entering Volume

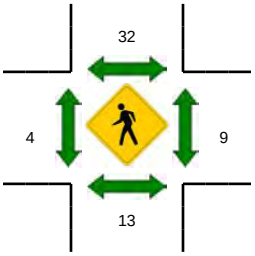
LOCATION: 11th St -- Washington Ave
CITY/STATE: Corvallis, OR

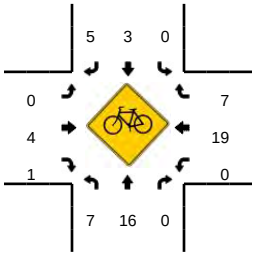
QC JOB #: 13124935
DATE: Wed, Oct 29 2014

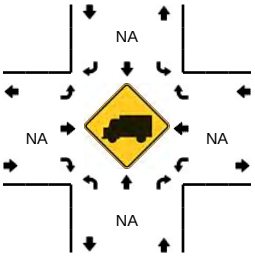
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

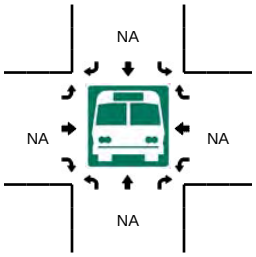












5-Min Count Period Beginning At	11th St (Northbound)				11th St (Southbound)				Washington Ave (Eastbound)				Washington Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	1	6	2	0	0	3	3	0	0	1	0	0	2	1	0	0	19	
7:35 AM	2	4	0	0	1	3	3	0	0	2	0	0	0	1	1	0	17	
7:40 AM	2	9	4	0	0	5	7	0	2	2	0	0	3	3	1	0	38	
7:45 AM	4	13	6	0	0	8	5	0	0	0	0	0	1	4	0	0	41	
7:50 AM	1	21	6	0	0	1	13	0	2	2	1	0	1	6	3	0	57	
7:55 AM	2	12	2	0	0	6	5	0	1	6	0	0	1	0	1	0	36	
8:00 AM	4	10	3	0	3	6	6	0	0	1	1	0	0	1	1	0	36	
8:05 AM	0	4	3	0	0	4	4	0	2	0	0	0	0	1	0	0	18	
8:10 AM	1	10	1	0	2	1	2	0	1	1	0	0	3	1	0	0	23	
8:15 AM	0	6	1	0	1	5	7	0	3	1	0	0	0	1	1	0	26	
8:20 AM	0	8	2	0	0	5	7	0	1	2	0	0	2	1	0	0	28	
8:25 AM	1	7	1	0	0	5	3	1	3	1	2	0	1	7	0	0	32	371
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	297
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	172	64	0	0	56	100	0	16	16	4	0	20	52	16	0	544
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	4		8
Pedestrians		28				56				4				12			100
Bicycles	3	8	0		0	2	2		0	1	0		0	6	4		26
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

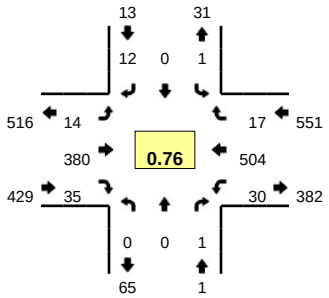
Type of peak hour being reported: System Peak

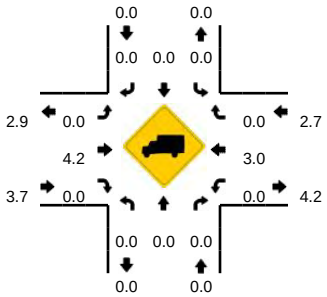
Method for determining peak hour: Total Entering Volume

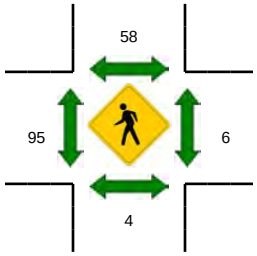
LOCATION: 16th St -- Western Blvd
CITY/STATE: Corvallis, OR

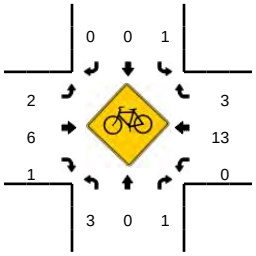
QC JOB #: 13124943
DATE: Wed, Oct 29 2014

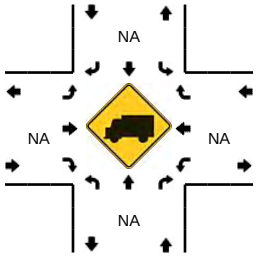
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

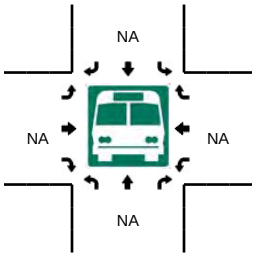












5-Min Count Period Beginning At	16th St (Northbound)				16th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	0	0	1	0	1	26	0	0	3	46	2	0	79	
7:35 AM	0	0	0	0	0	0	0	0	2	14	2	0	5	39	4	0	66	
7:40 AM	0	0	0	0	1	0	1	0	0	43	4	0	4	57	2	0	112	
7:45 AM	0	0	0	0	0	0	1	0	2	54	1	0	3	48	2	0	111	
7:50 AM	0	0	0	0	0	0	0	0	2	32	3	0	3	61	2	0	103	
7:55 AM	0	0	0	0	0	0	0	0	3	54	5	0	4	38	3	0	107	
8:00 AM	0	0	0	0	0	0	0	0	0	33	6	0	0	44	0	0	83	
8:05 AM	0	0	0	0	0	0	4	0	1	37	4	0	3	35	0	0	84	
8:10 AM	0	0	0	0	0	0	0	0	1	26	1	0	5	33	1	0	67	
8:15 AM	0	0	1	0	0	0	2	0	0	21	5	0	0	20	0	0	49	
8:20 AM	0	0	0	0	0	0	2	0	1	22	3	0	0	42	1	0	71	
8:25 AM	0	0	0	0	0	0	1	0	1	18	1	0	0	41	0	0	62	994
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	915
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	849
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	737
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	523
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	416
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	333
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	8	0	16	516	32	0	40	664	24	0	1304
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	20	0		40
Pedestrians		8				104				156				8			276
Bicycles	2	0	1		0	0	0		0	1	1		0	5	0		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/9/2014 5:20 PM

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

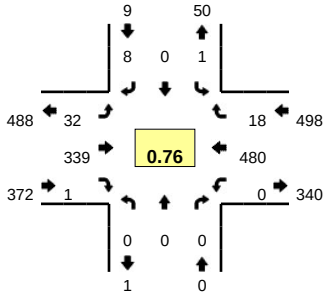
Type of peak hour being reported: System Peak

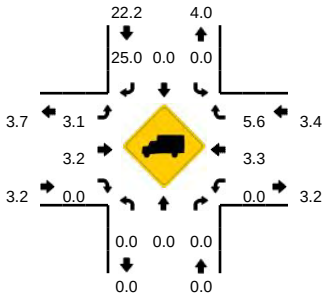
Method for determining peak hour: Total Entering Volume

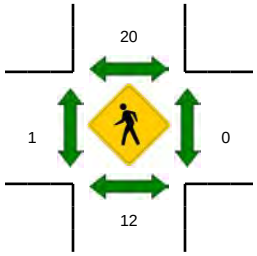
LOCATION: 13th St -- Western Blvd
CITY/STATE: Corvallis, OR

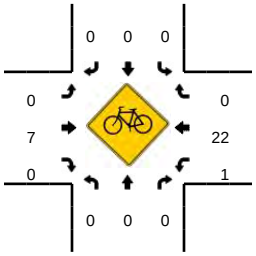
QC JOB #: 13124939
DATE: Wed, Oct 29 2014

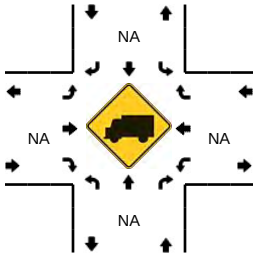
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

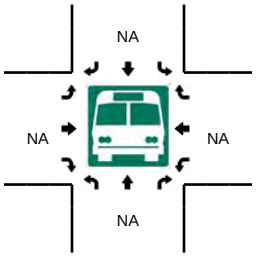












5-Min Count Period Beginning At	13th St (Northbound)				13th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	0	0	0	0	2	26	0	0	0	46	0	0	74	
7:35 AM	0	0	0	0	0	0	0	0	4	17	0	0	0	47	3	0	71	
7:40 AM	0	0	0	0	0	0	0	0	4	34	0	0	0	55	2	0	95	
7:45 AM	0	0	0	0	0	0	2	0	3	40	1	0	0	47	3	0	96	
7:50 AM	0	0	0	0	0	0	1	0	2	44	0	0	0	49	4	0	100	
7:55 AM	0	0	0	0	0	0	0	0	3	34	0	0	0	46	2	0	85	
8:00 AM	0	0	0	0	0	0	0	0	4	31	0	0	0	36	0	0	71	
8:05 AM	0	0	0	0	0	0	2	0	3	29	0	0	0	32	1	0	67	
8:10 AM	0	0	0	0	0	0	1	0	2	25	0	0	0	24	0	0	52	
8:15 AM	0	0	0	0	0	0	1	0	1	24	0	0	0	19	2	0	47	
8:20 AM	0	0	0	0	0	0	0	0	4	17	0	0	0	33	1	0	55	
8:25 AM	0	0	0	0	1	0	1	0	0	18	0	0	0	46	0	0	66	879
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	805
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	734
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	639
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	543
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	443
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	12	0	36	472	4	0	0	604	36	0	1164
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	20	4		44
Pedestrians		24				28				4				0			56
Bicycles	0	0	0		0	0	0		0	1	0		0	8	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

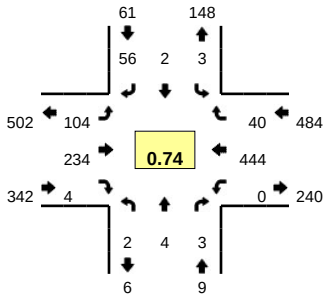
Type of peak hour being reported: System Peak

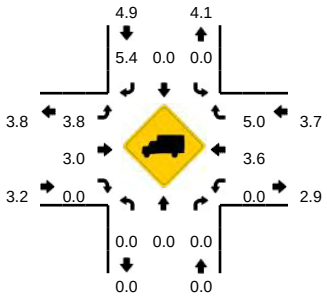
Method for determining peak hour: Total Entering Volume

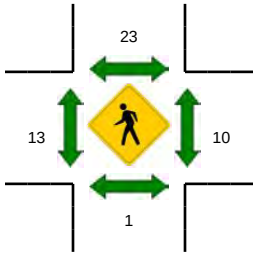
LOCATION: 11th St -- Western Blvd
CITY/STATE: Corvallis, OR

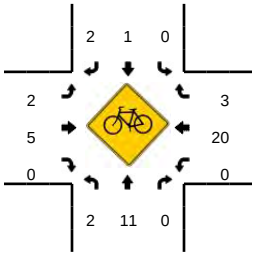
QC JOB #: 13124937
DATE: Wed, Oct 29 2014

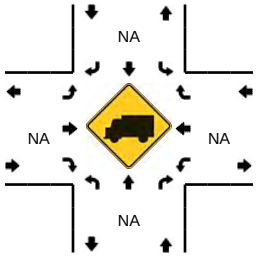
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

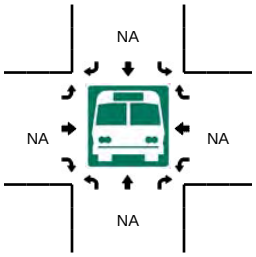












5-Min Count Period Beginning At	11th St (Northbound)				11th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	1	0	0	0	0	5	0	7	17	0	0	0	40	0	0	70	
7:35 AM	0	0	0	0	0	0	3	0	2	16	0	0	0	48	3	0	72	
7:40 AM	0	0	0	0	0	0	6	0	11	12	0	0	0	52	3	0	84	
7:45 AM	0	0	0	0	0	0	9	0	17	27	0	0	0	50	5	0	108	
7:50 AM	1	0	2	0	0	0	5	0	21	30	1	0	0	41	8	0	109	
7:55 AM	0	1	0	0	1	0	4	0	13	19	0	0	0	44	7	0	89	
8:00 AM	0	0	0	0	1	0	4	0	7	26	1	0	0	32	2	0	73	
8:05 AM	0	1	0	0	0	1	3	0	7	19	0	0	0	30	3	0	64	
8:10 AM	0	0	0	0	0	0	3	0	5	24	1	0	0	20	1	0	54	
8:15 AM	0	0	1	0	0	0	4	0	7	16	0	0	0	18	3	0	49	
8:20 AM	1	1	0	0	0	0	5	0	4	13	0	0	0	28	2	0	54	
8:25 AM	0	0	0	0	1	1	5	0	3	15	1	0	0	41	3	0	70	896
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	826
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	754
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	670
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	562
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	364
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291
9:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227
9:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124
9:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
9:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	8	0	0	0	80	0	196	276	4	0	0	572	64	0	1204
Heavy Trucks	0	0	0		0	0	4		4	12	0		0	24	0		44
Pedestrians		0				56				20				16			92
Bicycles	0	5	0		0	0	1		1	0	0		0	10	1		18
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 9:25 AM

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

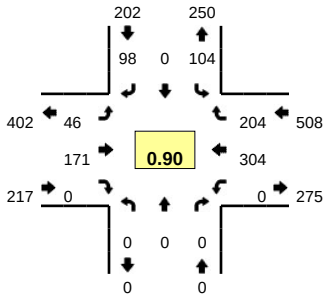
Type of peak hour being reported: System Peak

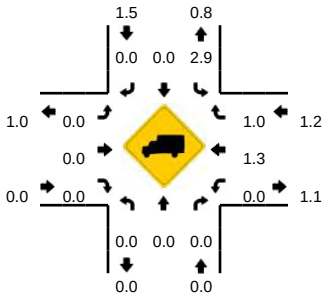
Method for determining peak hour: Total Entering Volume

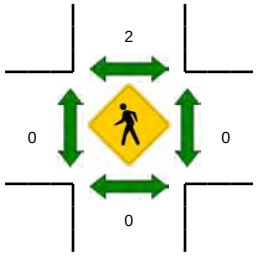
LOCATION: 36th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

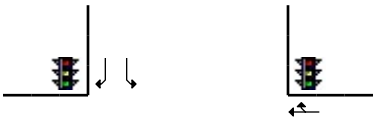
QC JOB #: 13124902
DATE: Wed, Oct 29 2014

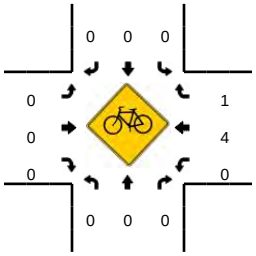
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

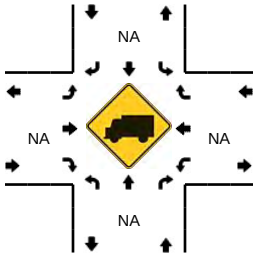


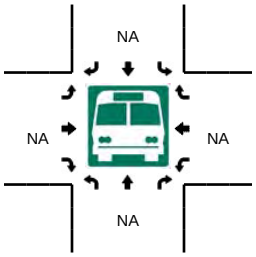












5-Min Count Period Beginning At	36th St (Northbound)				36th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	0	0	0	9	0	5	0	5	13	0	0	0	21	13	0	66	
4:55 PM	0	0	0	0	13	0	5	0	3	12	0	0	0	15	9	0	57	
5:00 PM	0	0	0	0	10	0	4	0	6	15	0	0	0	24	15	0	74	
5:05 PM	0	0	0	0	12	0	7	0	4	18	0	0	0	26	16	0	83	
5:10 PM	0	0	0	0	4	0	13	0	1	11	0	0	0	36	27	0	92	
5:15 PM	0	0	0	0	6	0	15	0	2	8	0	0	0	32	19	0	82	
5:20 PM	0	0	0	0	6	0	10	0	6	20	0	0	0	25	21	0	88	
5:25 PM	0	0	0	0	5	0	9	0	3	14	0	0	0	32	17	0	80	
5:30 PM	0	0	0	0	7	0	9	0	0	13	0	0	0	31	18	0	78	
5:35 PM	0	0	0	0	12	0	3	0	9	17	0	0	0	17	11	0	69	
5:40 PM	0	0	0	0	9	0	10	0	5	18	0	0	0	23	17	0	82	
5:45 PM	0	0	0	0	11	0	8	0	2	12	0	0	0	22	21	0	76	927
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	861
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	804
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	730
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	647
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	555
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	473
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	385
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	305
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	88	0	140	0	28	148	0	0	0	376	248	0	1028
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	2	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

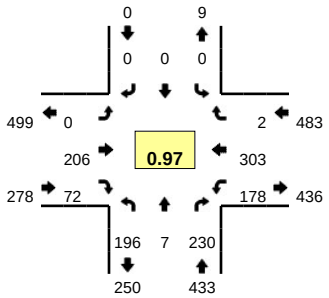
Type of peak hour being reported: System Peak

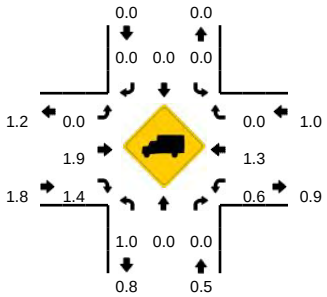
Method for determining peak hour: Total Entering Volume

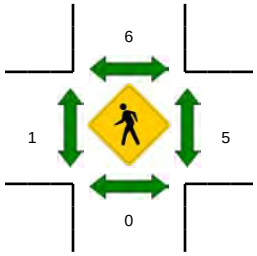
LOCATION: 35th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

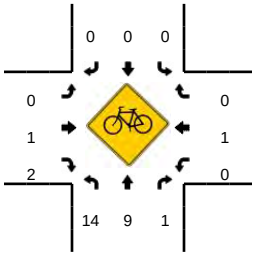
QC JOB #: 13124904
DATE: Wed, Oct 29 2014

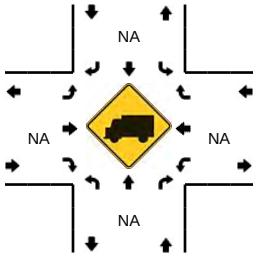
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

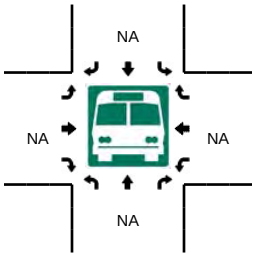












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	12	0	12	0	0	0	0	0	0	17	5	0	13	26	1	0	86	
4:55 PM	11	0	12	0	0	0	0	0	0	16	9	0	11	13	0	0	72	
5:00 PM	9	1	19	0	0	0	0	0	0	17	8	0	14	20	0	0	88	
5:05 PM	15	0	19	0	0	0	0	0	0	22	8	0	13	24	0	0	101	
5:10 PM	24	0	16	0	0	0	0	0	0	10	4	0	10	39	0	0	103	
5:15 PM	20	2	23	0	0	0	0	0	0	12	4	0	14	29	0	0	104	
5:20 PM	22	0	22	0	0	0	0	0	0	22	3	0	22	24	0	0	115	
5:25 PM	22	1	15	0	0	0	0	0	0	16	5	0	13	27	0	0	99	
5:30 PM	18	0	22	0	0	0	0	0	0	16	6	0	18	30	0	0	110	
5:35 PM	12	0	18	0	0	0	0	0	0	20	8	0	16	17	1	0	92	
5:40 PM	9	0	30	0	0	0	0	0	0	21	5	0	11	31	0	0	107	
5:45 PM	22	3	22	0	0	0	0	0	0	17	7	0	23	23	0	0	117	1194
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1108
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1036
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	948
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	847
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	744
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	640
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	426
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	236	8	232	0	0	0	0	0	0	176	64	0	148	368	0	0	1232
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	0	0		8
Pedestrians		0				4				0				4			8
Bicycles	6	5	1		0	0	0		0	0	1		0	0	0		13
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

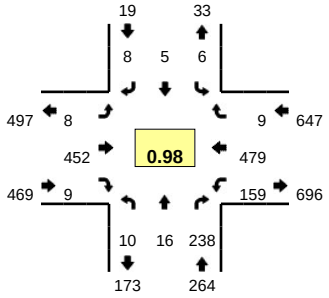
Type of peak hour being reported: System Peak

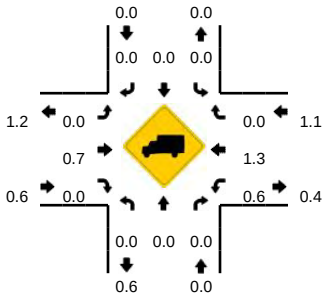
Method for determining peak hour: Total Entering Volume

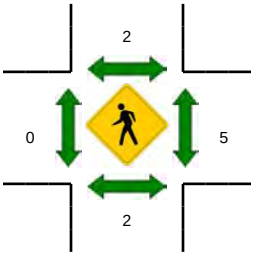
LOCATION: 30th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

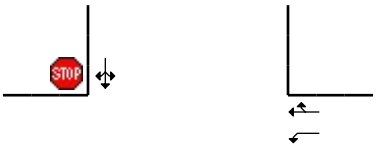
QC JOB #: 13124906
DATE: Wed, Oct 29 2014

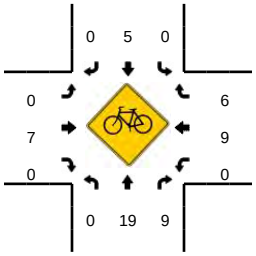
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

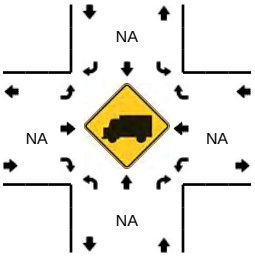


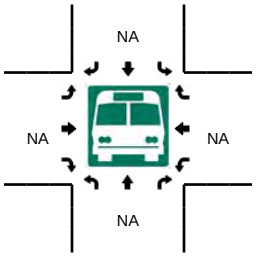












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	2	20	0	0	0	0	0	0	23	1	0	10	38	1	0	96	
4:05 PM	0	4	16	0	0	2	0	0	1	39	0	0	7	33	1	0	103	
4:10 PM	1	2	21	0	0	0	0	0	0	30	3	0	9	33	1	0	100	
4:15 PM	1	1	12	0	0	0	0	0	0	40	0	0	9	29	0	0	92	
4:20 PM	0	1	9	0	1	0	0	0	0	32	1	0	8	32	3	0	87	
4:25 PM	0	0	13	0	0	0	1	0	0	30	0	0	14	33	0	0	91	
4:30 PM	2	2	9	0	0	0	1	0	0	37	2	0	8	32	2	0	95	
4:35 PM	1	1	14	0	0	1	0	0	1	43	2	0	18	36	2	0	119	
4:40 PM	0	0	15	0	0	1	0	0	0	36	2	0	7	41	3	0	105	
4:45 PM	2	3	16	0	0	0	0	0	0	35	0	0	17	37	0	0	110	
4:50 PM	0	0	22	0	1	0	1	0	0	32	1	0	13	31	0	0	101	
4:55 PM	1	1	17	0	0	0	1	0	1	28	0	0	19	41	1	0	110	1209
5:00 PM	0	1	20	0	0	0	1	0	2	36	0	0	16	30	0	0	106	1219
5:05 PM	0	2	20	0	0	0	1	0	0	46	2	0	10	45	1	0	127	1243
5:10 PM	2	2	22	0	0	0	2	0	0	36	1	0	15	37	2	0	119	1262
5:15 PM	1	5	20	0	0	1	0	0	0	37	0	0	7	38	2	0	111	1281
5:20 PM	2	1	17	0	0	0	0	0	2	37	1	0	12	43	0	0	115	1309
5:25 PM	1	0	19	0	1	1	0	0	0	39	0	0	12	47	0	0	120	1338
5:30 PM	2	2	12	0	2	1	0	0	2	27	1	0	17	45	0	0	111	1354
5:35 PM	0	1	22	0	1	1	0	0	0	46	0	0	13	39	0	0	123	1358
5:40 PM	1	1	17	0	0	0	0	0	0	48	2	0	12	46	0	0	127	1380
5:45 PM	0	0	30	0	1	1	2	0	1	40	1	0	13	37	3	0	129	1399
5:50 PM	0	2	13	0	0	0	0	0	0	39	0	0	18	35	1	0	108	1406
5:55 PM	0	0	15	0	0	0	0	0	0	29	0	0	15	41	2	0	102	1398

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	36	248	0	0	4	12	0	0	476	12	0	128	480	20	0	1428
Heavy Trucks	0	0	0		0	0	0		0	4	0		4	0	0		8
Pedestrians		8				8				0				0			16
Bicycles	0	3	1		0	2	0		0	2	0		0	2	2		12
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

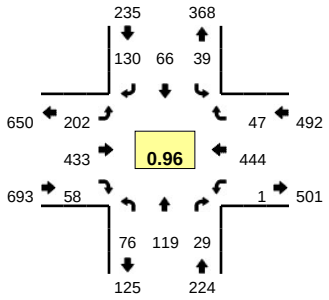
Type of peak hour being reported: System Peak

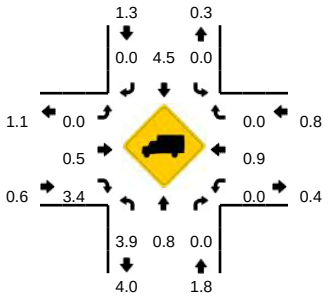
Method for determining peak hour: Total Entering Volume

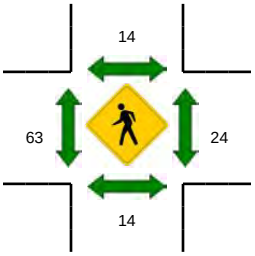
LOCATION: 29th St -- Harrison Blvd
CITY/STATE: Corvallis, OR

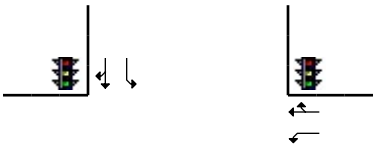
QC JOB #: 13124908
DATE: Wed, Oct 29 2014

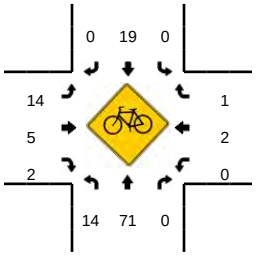
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

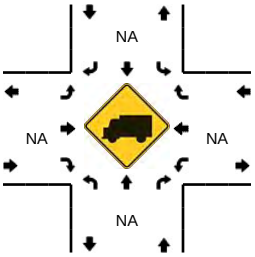


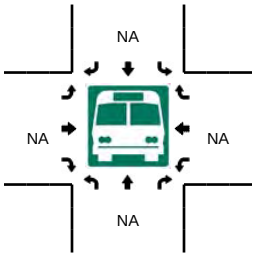












5-Min Count Period Beginning At	29th St (Northbound)				29th St (Southbound)				Harrison Blvd (Eastbound)				Harrison Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	3	6	1	0	4	7	8	0	17	34	6	0	0	40	6	0	132	
4:55 PM	4	8	2	0	5	4	9	0	11	31	3	0	0	41	5	0	123	
5:00 PM	6	8	0	0	3	2	15	0	14	40	3	0	0	29	6	0	126	
5:05 PM	10	12	2	0	6	9	12	0	16	36	4	0	0	31	5	0	143	
5:10 PM	7	14	4	0	3	7	14	0	14	39	4	0	0	37	7	0	150	
5:15 PM	7	8	2	0	6	5	9	0	28	29	2	0	0	37	4	0	137	
5:20 PM	8	13	1	0	1	7	12	0	20	34	5	0	1	38	2	0	142	
5:25 PM	5	13	6	0	1	2	14	0	17	39	3	0	0	34	2	0	136	
5:30 PM	8	14	1	0	3	6	13	0	13	22	5	0	0	39	3	0	127	
5:35 PM	8	10	5	0	2	1	9	0	18	48	7	0	0	37	4	0	149	
5:40 PM	4	8	1	0	1	2	9	0	21	39	7	0	0	40	2	0	134	
5:45 PM	6	5	4	0	4	14	6	0	13	42	9	0	0	41	1	0	145	1644
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1512
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1389
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1263
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1120
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	970
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	833
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	691
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	555
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	428
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	96	136	32	0	60	84	140	0	232	416	40	0	0	420	64	0	1720
Heavy Trucks	0	0	0		0	8	0		0	4	4		0	4	0		20
Pedestrians		24				8				52				36			120
Bicycles	2	12	0		0	5	0		4	1	0		0	0	0		24
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

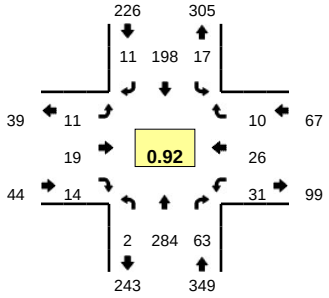
Type of peak hour being reported: System Peak

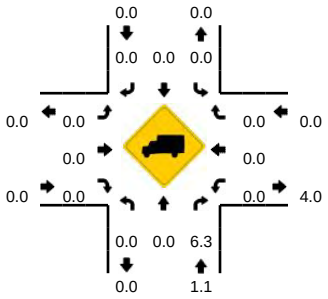
Method for determining peak hour: Total Entering Volume

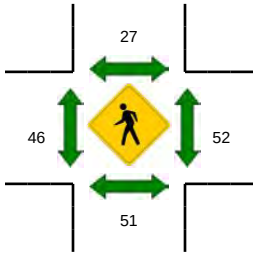
LOCATION: 30th St -- Orchard Ave
CITY/STATE: Corvallis, OR

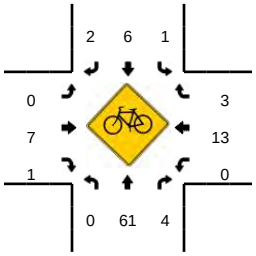
QC JOB #: 13124914
DATE: Wed, Oct 29 2014

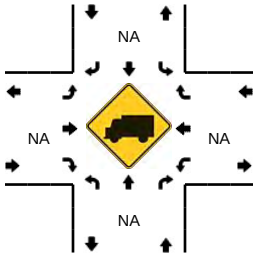
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

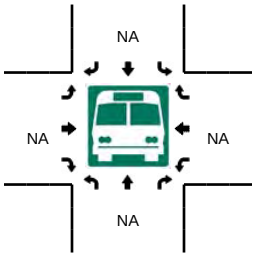












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Orchard Ave (Eastbound)				Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	20	3	0	1	16	1	0	0	4	1	0	3	2	2	0	54	
4:55 PM	0	21	7	0	2	21	0	0	2	0	1	0	6	1	0	0	61	
5:00 PM	1	27	5	0	1	19	2	0	0	2	0	0	3	0	0	0	60	
5:05 PM	0	29	7	0	3	12	1	0	0	1	1	0	2	7	1	0	64	
5:10 PM	0	27	4	0	0	17	1	0	0	3	1	0	3	4	2	0	62	
5:15 PM	0	31	10	0	0	10	1	0	0	1	2	0	3	1	2	0	61	
5:20 PM	0	21	3	0	2	13	1	0	1	4	3	0	1	1	1	0	51	
5:25 PM	0	20	1	0	1	13	0	0	2	1	2	0	4	5	0	0	49	
5:30 PM	0	25	2	0	3	21	1	0	1	2	0	0	2	2	0	0	59	
5:35 PM	0	14	8	0	1	16	2	0	1	0	0	0	1	1	0	0	44	
5:40 PM	0	28	6	0	1	18	1	0	1	1	3	0	1	0	1	0	61	
5:45 PM	0	21	7	0	2	22	0	0	3	0	0	0	2	2	1	0	60	686
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	632
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	571
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	511
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	447
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	385
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	324
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	348	84	0	12	156	12	0	0	20	16	0	32	48	20	0	748
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		60				28				20				64			172
Bicycles	0	15	0		0	2	1		0	1	0		0	2	0		21
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

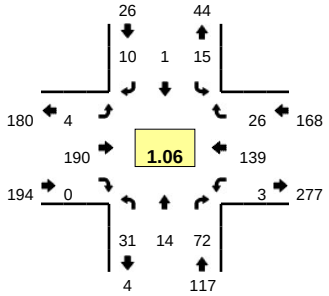
Type of peak hour being reported: System Peak

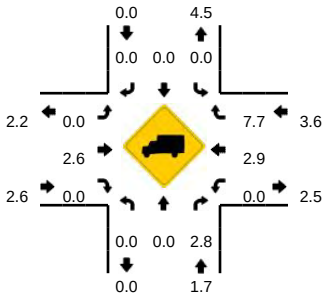
Method for determining peak hour: Total Entering Volume

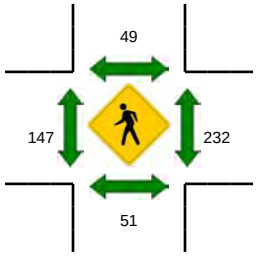
LOCATION: 26th St -- Monroe Ave
CITY/STATE: Corvallis, OR

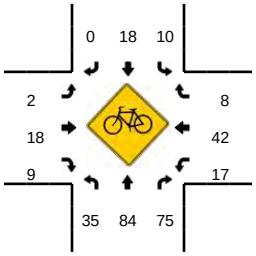
QC JOB #: 13124916
DATE: Wed, Oct 29 2014

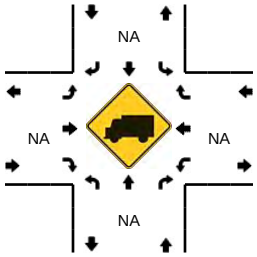
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

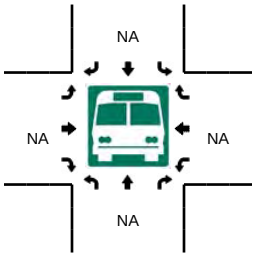












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	1	6	0	3	0	1	0	0	12	0	0	0	5	1	0	30	
4:55 PM	3	2	7	0	0	1	0	0	0	17	0	0	1	14	1	0	46	
5:00 PM	5	0	3	0	0	0	0	0	0	13	0	0	0	12	2	0	35	
5:05 PM	1	1	9	0	0	0	0	0	0	16	0	0	0	14	3	0	44	
5:10 PM	4	0	9	0	1	0	0	0	1	19	0	0	0	10	4	0	48	
5:15 PM	2	0	3	0	0	0	0	0	1	13	0	0	1	7	0	0	27	
5:20 PM	2	0	9	0	3	0	1	0	0	16	0	0	0	20	2	0	53	
5:25 PM	3	0	4	0	1	0	0	0	0	17	0	0	0	13	3	0	41	
5:30 PM	2	4	8	0	1	0	2	0	0	13	0	0	0	6	5	0	41	
5:35 PM	4	2	0	0	2	0	3	0	1	18	0	0	1	12	1	0	44	
5:40 PM	2	1	3	0	3	0	1	0	0	16	0	0	0	11	2	0	39	
5:45 PM	2	3	11	0	1	0	2	0	1	20	0	0	0	15	2	0	57	505
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	475
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	429
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	394
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	4	84	0	4	0	0	0	8	192	0	0	4	124	28	0	476
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	0	4		16
Pedestrians		72				28				84				200			384
Bicycles	5	20	23		1	2	0		0	6	1		4	12	2		76
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

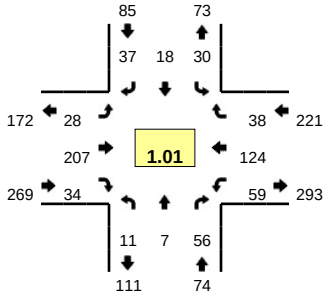
LOCATION: 25th St/Park Terrace Pl -- Monroe Ave

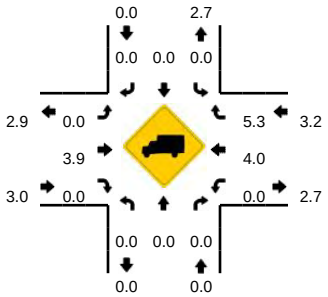
CITY/STATE: Corvallis, OR

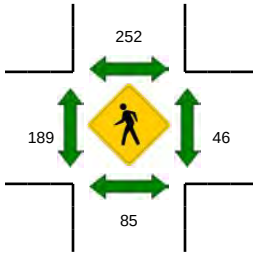
QC JOB #: 13124918

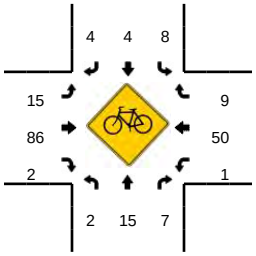
DATE: Wed, Oct 29 2014

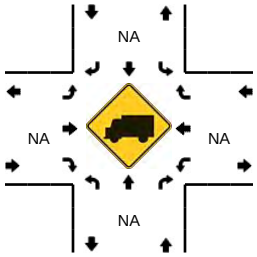
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

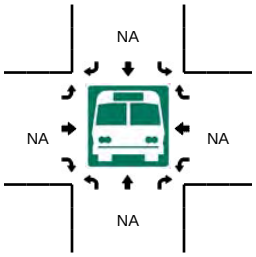












5-Min Count Period Beginning At	25th St/Park Terrace Pl (Northbound)				25th St/Park Terrace Pl (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	0	6	0	0	1	1	0	0	13	4	0	6	7	2	0	40	
4:55 PM	1	0	5	0	0	5	2	0	4	21	7	0	11	11	4	0	71	
5:00 PM	2	2	10	0	8	2	4	0	3	10	2	0	4	8	2	0	57	
5:05 PM	2	0	8	0	3	1	3	0	2	21	1	0	4	15	4	0	64	
5:10 PM	1	1	4	0	2	1	1	0	4	18	3	0	2	9	1	0	47	
5:15 PM	0	0	3	0	5	0	4	0	2	15	1	0	8	10	2	0	50	
5:20 PM	1	2	3	0	2	0	2	0	1	22	3	0	3	15	3	0	57	
5:25 PM	1	0	4	0	1	1	2	0	3	16	2	0	1	13	3	0	47	
5:30 PM	0	0	4	0	3	5	6	0	3	17	1	0	7	6	6	0	58	
5:35 PM	2	1	3	0	4	1	5	0	1	17	1	0	6	9	7	0	57	
5:40 PM	0	1	2	0	2	1	4	0	3	18	2	0	3	7	2	0	45	
5:45 PM	1	0	4	0	0	0	3	0	2	19	7	0	4	14	2	0	56	649
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	609
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	538
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	417
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	370
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	4	60	0	40	8	32	0	32	216	20	0	56	136	28	0	644
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	0	0		12
Pedestrians		28				236				148				28			440
Bicycles	1	3	1		2	1	0		7	20	2		1	14	3		55
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

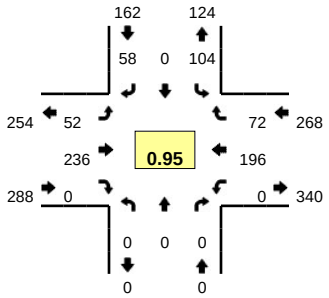
Type of peak hour being reported: Intersection Peak

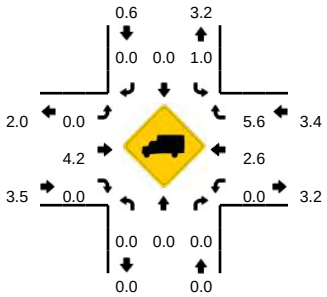
Method for determining peak hour: Total Entering Volume

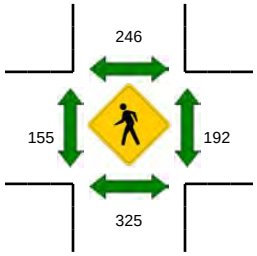
LOCATION: Kings Blvd -- Monroe Ave
CITY/STATE: Corvallis, OR

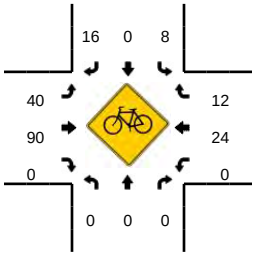
QC JOB #: 13124920
DATE: Wed, Oct 29 2014

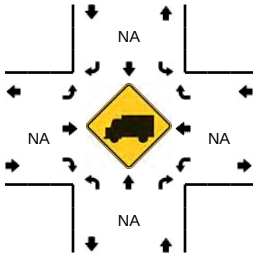
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

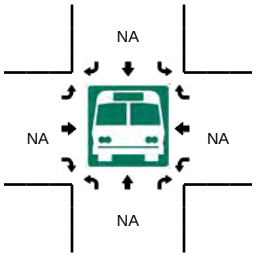












5-Min Count Period Beginning At	Kings Blvd (Northbound)				Kings Blvd (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	0	0	0	7	0	9	0	4	14	0	0	0	11	3	0	48	
4:55 PM	0	0	0	0	9	0	3	0	4	21	0	0	0	16	7	0	60	
5:00 PM	0	0	0	0	9	0	2	0	3	19	0	0	0	14	7	0	54	
5:05 PM	0	0	0	0	7	0	4	0	7	20	0	0	0	21	4	0	63	
5:10 PM	0	0	0	0	5	0	3	0	1	22	0	0	0	19	9	0	59	
5:15 PM	0	0	0	0	11	0	5	0	5	23	0	0	0	15	8	0	67	
5:20 PM	0	0	0	0	10	0	5	0	6	16	0	0	0	14	5	0	56	
5:25 PM	0	0	0	0	4	0	5	0	5	24	0	0	0	13	6	0	57	
5:30 PM	0	0	0	0	9	0	8	0	4	17	0	0	0	23	6	0	67	
5:35 PM	0	0	0	0	11	0	3	0	5	22	0	0	0	21	3	0	65	
5:40 PM	0	0	0	0	10	0	6	0	3	21	0	0	0	13	3	0	56	
5:45 PM	0	0	0	0	12	0	5	0	5	17	0	0	0	16	11	0	66	718
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	670
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	610
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	556
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	493
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	434
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	367
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	92	0	48	0	52	260	0	0	0	220	84	0	756
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	0	8		28
Pedestrians		272				200				152				156			780
Bicycles	0	0	0		2	0	3		7	20	0		0	9	3		44
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/3/2014 10:09 AM

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

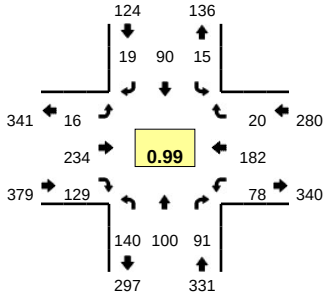
Type of peak hour being reported: System Peak

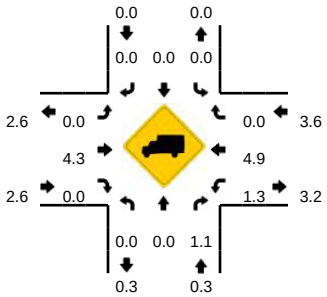
Method for determining peak hour: Total Entering Volume

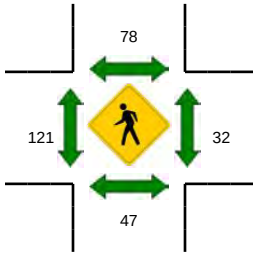
LOCATION: 14th St -- Monroe Ave
CITY/STATE: Corvallis, OR

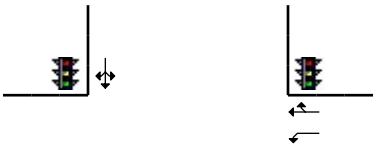
QC JOB #: 13124922
DATE: Wed, Oct 29 2014

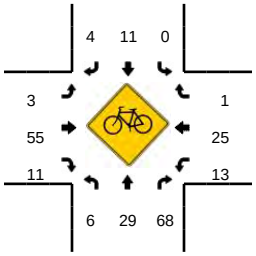
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

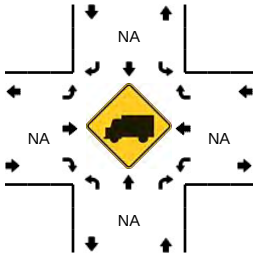


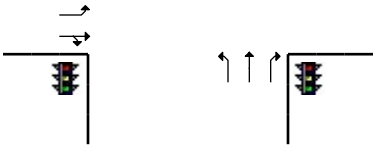


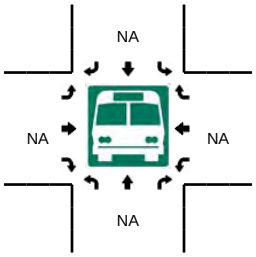












5-Min Count Period Beginning At	14th St (Northbound)				14th St (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	6	4	8	0	1	11	2	0	1	15	15	0	12	14	2	0	91	
4:55 PM	9	7	5	0	1	3	3	0	4	21	8	0	2	22	3	0	88	
5:00 PM	14	9	12	0	3	9	4	0	0	20	10	0	5	19	2	0	107	
5:05 PM	12	8	5	0	1	6	0	0	1	23	12	0	4	15	2	0	89	
5:10 PM	20	16	10	0	1	8	3	0	0	25	6	0	4	18	1	0	112	
5:15 PM	9	6	6	0	1	7	0	0	1	24	11	0	5	10	1	0	81	
5:20 PM	8	8	7	0	0	7	2	0	5	15	11	0	4	16	3	0	86	
5:25 PM	10	9	7	0	2	6	3	0	1	20	12	0	9	10	1	0	90	
5:30 PM	11	5	4	0	1	7	0	0	0	12	7	0	1	16	2	0	66	
5:35 PM	11	9	7	0	2	8	0	0	2	26	13	0	10	14	0	0	102	
5:40 PM	16	12	11	0	0	7	0	0	0	15	10	0	12	14	1	0	98	
5:45 PM	14	7	9	0	2	11	2	0	1	18	14	0	10	14	2	0	104	1114
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1023
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	935
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	828
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	739
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	627
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	546
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	460
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	370
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	304
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	164	120	84	0	12	84	12	0	8	288	116	0	52	172	16	0	1128
Heavy Trucks	0	0	4		0	0	0		0	16	0		0	12	0		32
Pedestrians		64				76				108				24			272
Bicycles	0	9	21		0	2	2		1	17	3		5	5	0		65
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

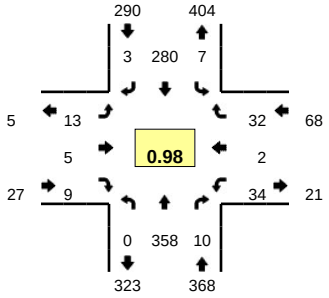
Type of peak hour being reported: System Peak

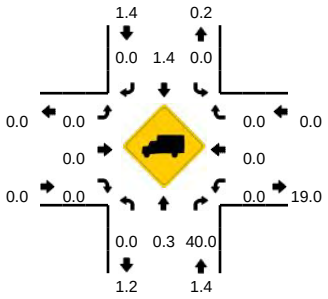
Method for determining peak hour: Total Entering Volume

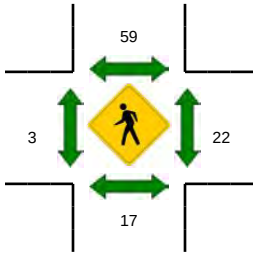
LOCATION: 35th St -- Campus Way
CITY/STATE: Corvallis, OR

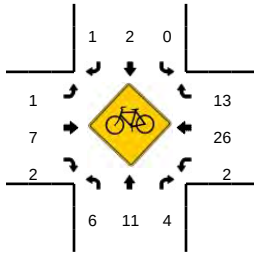
QC JOB #: 13124910
DATE: Wed, Oct 29 2014

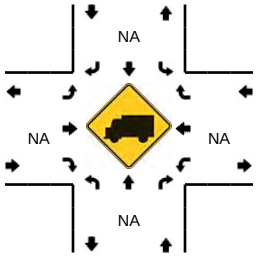
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

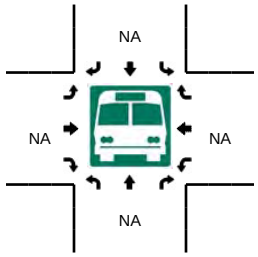












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Campus Way (Eastbound)				Campus Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	23	1	0	0	15	1	1	0	0	1	0	2	0	1	0	45	
4:55 PM	0	26	0	0	0	23	0	0	1	0	1	0	0	0	1	0	52	
5:00 PM	0	26	1	0	0	30	0	0	0	0	1	0	5	0	4	0	67	
5:05 PM	0	27	2	0	0	28	0	0	2	0	0	0	3	0	2	0	64	
5:10 PM	0	36	1	0	0	20	0	0	1	0	0	0	8	0	3	0	69	
5:15 PM	0	26	1	0	2	19	0	0	3	2	2	0	2	0	2	0	59	
5:20 PM	0	38	0	0	0	25	1	0	3	0	0	0	2	0	2	0	71	
5:25 PM	0	32	0	0	1	22	1	0	0	0	2	0	0	0	3	0	61	
5:30 PM	0	29	2	0	0	26	0	0	2	0	0	0	5	0	2	0	66	
5:35 PM	0	23	0	0	2	21	0	0	0	0	0	0	3	0	5	0	54	
5:40 PM	0	41	1	0	1	17	0	0	0	3	2	0	0	2	4	0	71	
5:45 PM	0	31	1	0	0	34	0	0	1	0	0	0	4	0	3	0	74	753
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	708
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	656
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	589
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	456
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	356	16	0	8	268	0	0	24	8	8	0	52	0	28	0	768
Heavy Trucks	0	0	4		0	8	0		0	0	0		0	0	0		12
Pedestrians		28				68				8				40			144
Bicycles	0	4	0		0	0	1		1	3	1		1	7	4		22
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

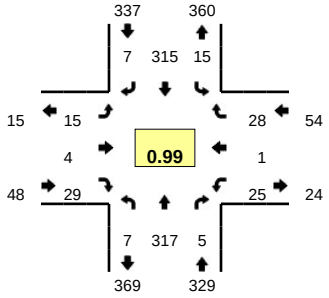
Type of peak hour being reported: System Peak

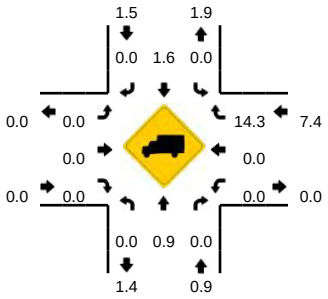
Method for determining peak hour: Total Entering Volume

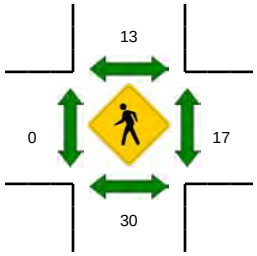
LOCATION: 35th St -- Jefferson Way
CITY/STATE: Corvallis, OR

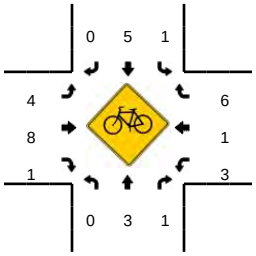
QC JOB #: 13124912
DATE: Wed, Oct 29 2014

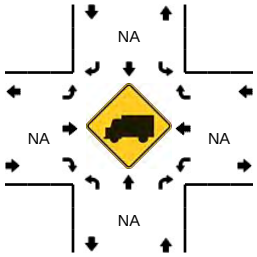
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

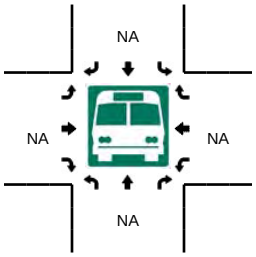












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Jefferson Way (Eastbound)				Jefferson Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	20	0	0	2	15	1	0	1	0	1	0	4	0	2	0	47	
4:55 PM	0	21	0	0	2	24	0	0	2	0	1	0	3	0	3	0	56	
5:00 PM	0	24	1	0	3	37	1	0	1	0	6	0	0	0	3	0	76	
5:05 PM	0	27	0	0	2	29	0	0	2	0	3	0	0	0	1	0	64	
5:10 PM	0	34	0	0	2	28	0	0	1	0	3	0	2	0	2	0	72	
5:15 PM	1	24	1	0	0	21	0	0	1	1	3	0	5	0	0	0	57	
5:20 PM	1	32	0	0	0	30	1	0	3	1	2	0	2	0	4	0	76	
5:25 PM	1	27	0	0	0	24	1	0	0	1	1	0	3	1	1	0	60	
5:30 PM	2	25	0	0	1	28	2	0	2	1	2	0	2	0	6	0	71	
5:35 PM	1	20	1	0	0	25	0	0	1	0	2	0	0	0	0	0	50	
5:40 PM	0	37	1	0	1	18	0	0	0	0	1	0	2	0	3	0	63	
5:45 PM	0	26	1	0	2	36	1	0	1	0	4	0	2	0	3	0	76	768
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	721
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	665
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	589
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	396
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	340	4	0	16	312	0	0	16	4	36	0	28	0	12	0	772
Heavy Trucks	0	0	0		0	8	0		0	0	0		0	0	4		12
Pedestrians		28				8				0				28			64
Bicycles	0	1	0		1	2	0		0	1	0		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:47 PM

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

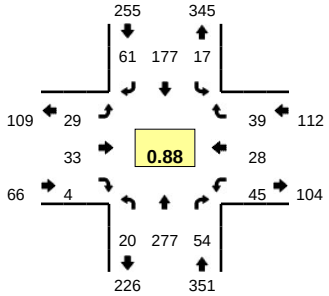
Type of peak hour being reported: Intersection Peak

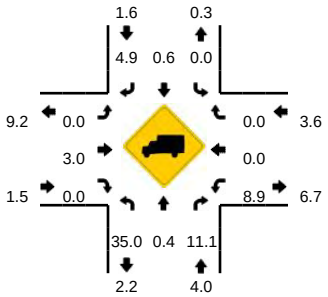
Method for determining peak hour: Total Entering Volume

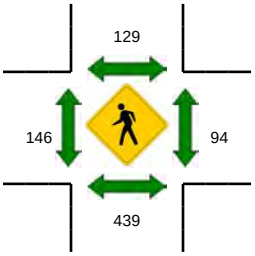
LOCATION: 14th St -- Jefferson Way
CITY/STATE: Corvallis, OR

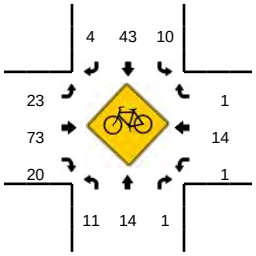
QC JOB #: 13124960
DATE: Wed, Oct 29 2014

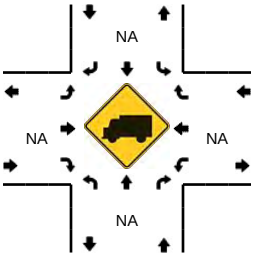
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

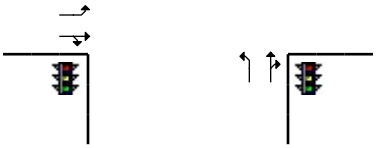


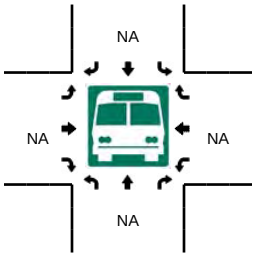












5-Min Count Period Beginning At	14th St (Northbound)				14th St (Southbound)				Jefferson Way (Eastbound)				Jefferson Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	4	16	4	0	1	23	6	0	2	2	0	0	3	2	1	0	64	
4:55 PM	0	30	2	0	0	11	2	0	2	1	0	0	3	2	3	0	56	
5:00 PM	4	26	6	0	3	19	7	0	1	2	1	0	2	3	3	0	77	
5:05 PM	1	21	6	0	1	13	5	0	2	6	2	0	2	1	0	0	60	
5:10 PM	1	35	3	0	2	10	1	0	5	1	1	0	2	3	3	0	67	
5:15 PM	2	12	6	0	1	13	5	0	0	4	0	0	7	3	3	0	56	
5:20 PM	0	14	7	0	1	14	1	0	2	4	0	0	2	2	8	0	55	
5:25 PM	1	24	3	0	1	13	14	0	3	3	0	0	7	1	6	0	76	
5:30 PM	2	16	7	0	1	6	5	0	2	2	0	0	6	1	2	0	50	
5:35 PM	2	25	4	0	1	18	4	0	2	3	0	0	5	3	4	0	71	
5:40 PM	0	26	4	0	4	23	3	0	5	5	0	0	4	6	0	0	80	
5:45 PM	3	32	2	0	1	14	8	0	3	0	0	0	2	1	6	0	72	784
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	720
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	664
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	587
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	527
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	460
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	349
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	332	40	0	24	220	60	0	40	32	0	0	44	40	40	0	892
Heavy Trucks	8	0	8		0	4	4		0	0	0		4	0	0		28
Pedestrians		380				100				80				72			632
Bicycles	5	1	1		1	10	1		14	18	4		0	4	0		59
Railroad																	
Stopped Buses																	

Comments:

Report generated on 12/4/2014 10:07 AM

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

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

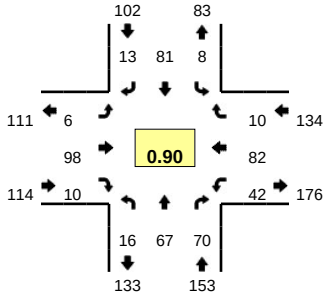
LOCATION: 11th St -- Jefferson Ave

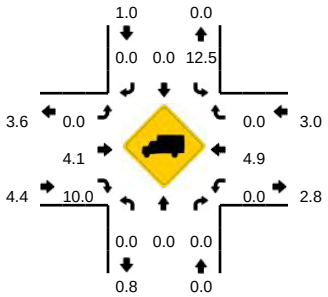
CITY/STATE: Corvallis, OR

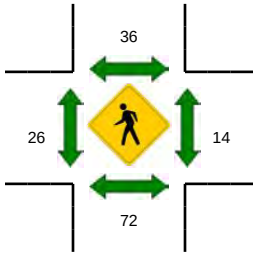
QC JOB #: 13124928

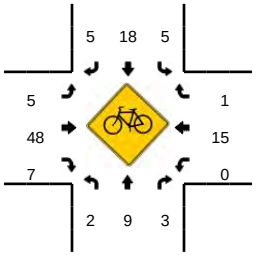
DATE: Wed, Oct 29 2014

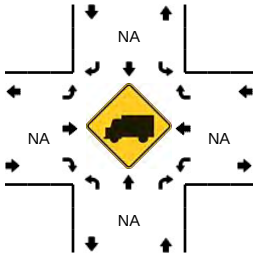
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

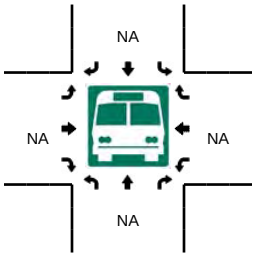












5-Min Count Period Beginning At	11th St (Northbound)				11th St (Southbound)				Jefferson Ave (Eastbound)				Jefferson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	11	4	0	1	4	0	0	2	8	0	0	1	6	1	0	38	
4:55 PM	0	6	2	0	0	5	1	0	0	3	1	0	3	6	2	0	29	
5:00 PM	0	0	5	0	2	7	0	0	0	7	1	0	6	7	0	0	35	
5:05 PM	0	6	10	0	0	16	0	0	0	16	0	0	4	2	0	0	54	
5:10 PM	0	5	8	0	1	6	1	0	1	7	0	0	2	8	1	0	40	
5:15 PM	5	5	9	0	0	5	2	0	2	6	3	0	1	7	1	0	46	
5:20 PM	5	1	7	0	0	2	0	0	0	10	1	0	4	6	0	0	36	
5:25 PM	3	2	7	0	1	6	1	0	0	8	2	0	7	9	1	0	47	
5:30 PM	0	8	4	0	2	9	2	0	0	12	1	0	2	6	2	0	48	
5:35 PM	1	6	5	0	0	6	0	0	0	8	1	0	5	12	1	0	45	
5:40 PM	1	11	2	0	1	11	3	0	1	9	0	0	2	7	1	0	49	
5:45 PM	1	6	7	0	0	4	3	0	0	4	0	0	5	6	0	0	36	503
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	465
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	436
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	401
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	347
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	307
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	64	108	0	4	108	12	0	12	116	12	0	28	68	8	0	560
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	0	0		8
Pedestrians		48				32				20				16			116
Bicycles	0	4	1		1	6	0		1	15	3		0	1	0		32
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

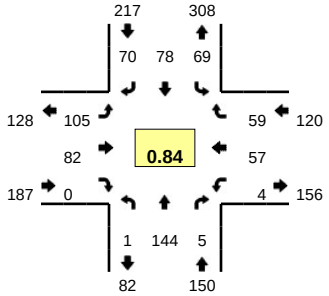
Type of peak hour being reported: System Peak

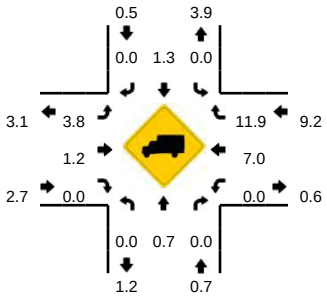
Method for determining peak hour: Total Entering Volume

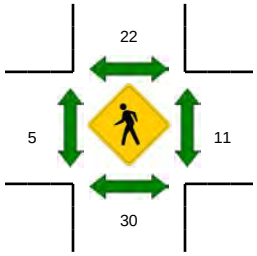
LOCATION: 9th Ave -- Jefferson Ave
CITY/STATE: Corvallis, OR

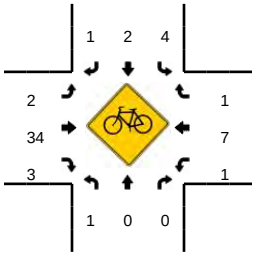
QC JOB #: 13124926
DATE: Wed, Oct 29 2014

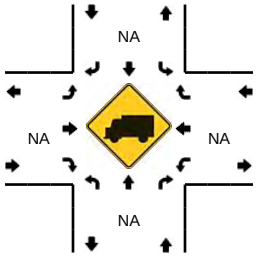
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

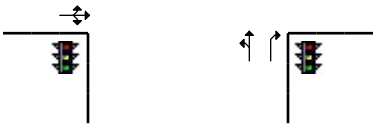


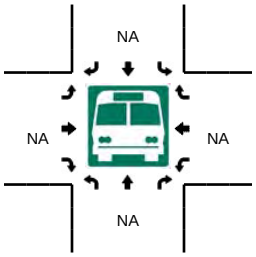












5-Min Count Period Beginning At	9th Ave (Northbound)				9th Ave (Southbound)				Jefferson Ave (Eastbound)				Jefferson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	14	1	0	2	4	2	0	4	10	0	0	0	5	3	0	45	
4:55 PM	0	6	1	0	3	14	4	0	3	3	0	0	0	6	2	0	42	
5:00 PM	0	6	0	0	6	3	6	0	7	5	0	0	0	5	5	0	43	
5:05 PM	0	21	0	0	2	4	4	0	14	15	0	0	0	2	5	0	67	
5:10 PM	0	19	3	0	9	13	4	0	8	7	0	0	0	6	3	0	72	
5:15 PM	1	11	0	0	1	8	7	0	13	6	0	0	0	6	9	0	62	
5:20 PM	0	15	0	0	10	5	5	0	12	7	0	0	0	3	3	0	60	
5:25 PM	0	17	0	0	9	6	13	0	10	7	0	0	0	6	7	0	75	
5:30 PM	0	11	0	0	6	6	3	0	8	9	0	0	1	4	5	0	53	
5:35 PM	0	7	0	0	13	6	13	0	10	4	0	0	2	5	5	0	65	
5:40 PM	0	13	0	0	7	5	2	0	5	7	0	0	1	5	6	0	51	
5:45 PM	0	4	0	0	1	4	7	0	11	2	0	0	0	4	6	0	39	674
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	629
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	587
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	544
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	343
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	204	12	0	48	100	60	0	140	112	0	0	0	56	68	0	804
Heavy Trucks	0	0	0		0	0	0		8	0	0		0	0	4		12
Pedestrians		36				12				8				4			60
Bicycles	0	0	0		1	1	0		0	12	2		0	1	0		17
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

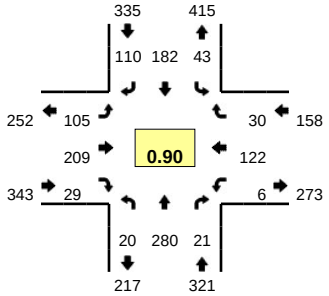
Type of peak hour being reported: System Peak

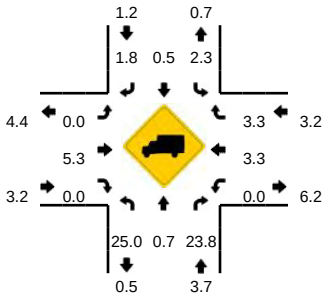
Method for determining peak hour: Total Entering Volume

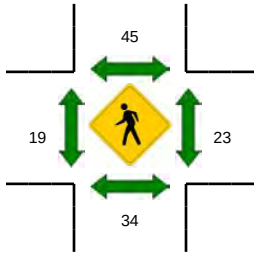
LOCATION: 9th St -- Monroe Ave
CITY/STATE: Corvallis, OR

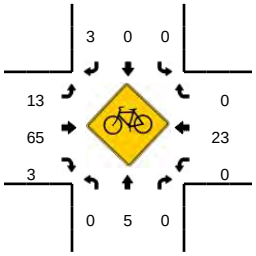
QC JOB #: 13124924
DATE: Wed, Oct 29 2014

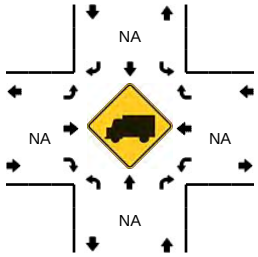
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

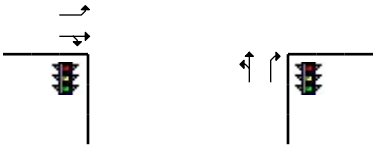


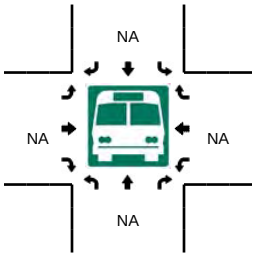












5-Min Count Period Beginning At	9th St (Northbound)				9th St (Southbound)				Monroe Ave (Eastbound)				Monroe Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	2	21	1	0	3	9	9	0	7	9	1	0	1	13	0	0	76	
4:55 PM	1	9	1	0	3	14	10	0	6	20	5	0	1	11	1	0	82	
5:00 PM	2	14	3	0	4	15	9	0	9	18	0	0	0	8	2	0	84	
5:05 PM	3	33	1	0	2	12	9	0	4	22	2	0	0	13	7	0	108	
5:10 PM	0	31	2	0	7	22	3	0	13	22	4	0	0	7	3	0	114	
5:15 PM	2	26	5	0	2	11	8	0	12	22	2	0	0	8	3	0	101	
5:20 PM	2	29	2	0	5	20	11	0	10	14	5	0	1	13	3	0	115	
5:25 PM	1	37	1	0	1	17	6	0	4	19	2	0	1	6	4	0	99	
5:30 PM	2	19	1	0	1	18	8	0	3	11	3	0	0	11	1	0	78	
5:35 PM	1	15	3	0	6	18	9	0	13	19	2	0	1	11	3	0	101	
5:40 PM	3	26	1	0	8	14	17	0	14	18	1	0	0	9	2	0	113	
5:45 PM	1	20	0	0	1	12	11	0	10	15	2	0	1	12	1	0	86	1157
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1081
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	999
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	915
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	807
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	693
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	592
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	378
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	360	32	0	44	180	80	0	116	264	32	0	0	112	52	0	1292
Heavy Trucks	4	0	8		0	0	0		0	16	0		0	8	0		36
Pedestrians		52				40				8				32			132
Bicycles	0	1	0		0	0	2		2	19	1		0	5	0		30
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

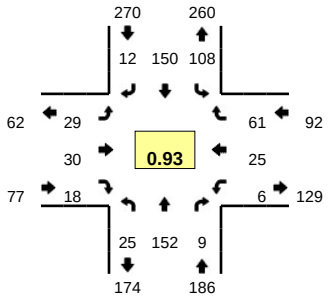
Type of peak hour being reported: System Peak

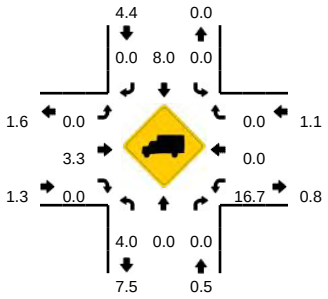
Method for determining peak hour: Total Entering Volume

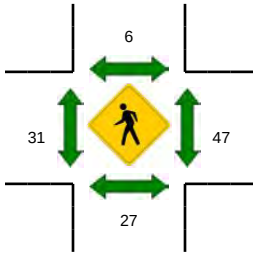
LOCATION: 30th St -- Washington Way
CITY/STATE: Corvallis, OR

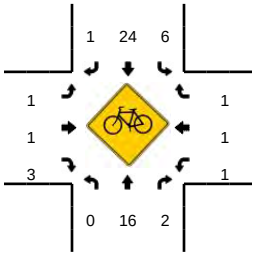
QC JOB #: 13124930
DATE: Wed, Oct 29 2014

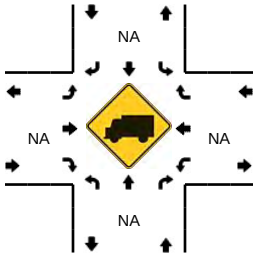
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

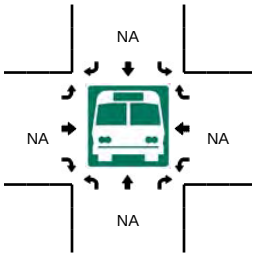












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	3	11	0	0	7	16	1	0	2	4	1	0	1	2	7	0	55	
4:55 PM	2	16	1	0	4	16	0	0	0	3	0	0	0	2	5	0	49	
5:00 PM	2	14	3	0	6	12	1	1	1	4	2	0	0	0	8	0	54	
5:05 PM	2	14	1	0	7	11	1	2	4	2	2	0	1	3	6	0	56	
5:10 PM	1	11	0	0	4	13	3	7	4	1	1	0	0	2	9	0	56	
5:15 PM	1	13	1	0	13	15	0	2	4	2	1	0	0	3	1	0	56	
5:20 PM	5	7	0	0	4	12	0	1	3	4	2	0	1	4	3	0	46	
5:25 PM	5	10	0	0	7	14	1	2	3	2	4	0	0	1	5	0	54	
5:30 PM	2	24	3	0	11	13	1	0	1	2	0	0	0	1	3	0	61	
5:35 PM	2	11	0	0	11	7	0	1	0	2	2	0	1	1	3	0	41	
5:40 PM	0	13	0	0	11	11	1	1	3	1	3	0	1	2	3	0	50	
5:45 PM	0	8	0	0	5	10	3	1	4	3	0	0	1	4	8	0	47	625
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	570
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	521
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	467
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	411
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	152	8	0	96	156	16	44	48	20	16	0	4	32	64	0	672
Heavy Trucks	0	0	0		0	12	0		0	0	0		0	0	0		12
Pedestrians		16				0				20				44			80
Bicycles	0	4	1		0	4	1		1	0	0		0	1	1		13
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

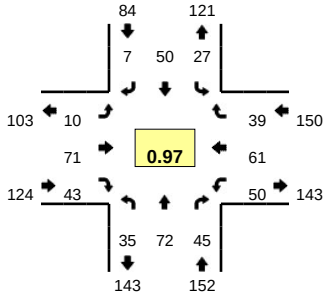
Type of peak hour being reported: System Peak

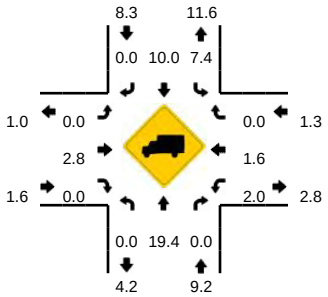
Method for determining peak hour: Total Entering Volume

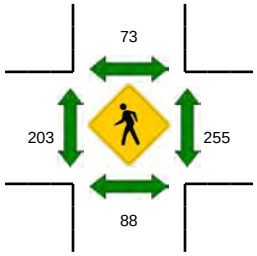
LOCATION: 26th St -- Washington Way
CITY/STATE: Corvallis, OR

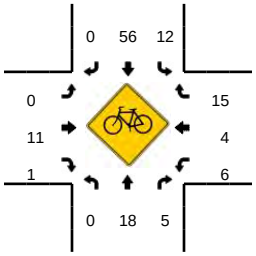
QC JOB #: 13124932
DATE: Wed, Oct 29 2014

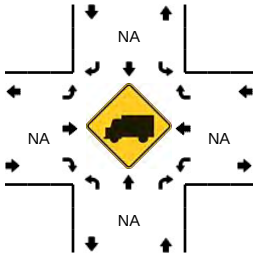
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

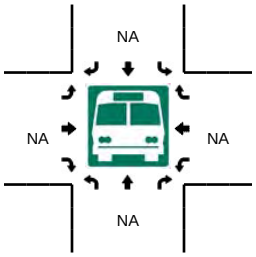












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	4	3	2	0	1	1	0	0	0	7	5	0	3	5	4	0	35	
4:55 PM	1	3	8	0	3	6	2	0	1	3	1	0	4	5	9	0	46	
5:00 PM	1	6	2	0	3	3	0	0	0	5	5	0	1	4	1	0	31	
5:05 PM	6	5	6	0	3	6	1	0	1	5	4	0	5	5	1	0	48	
5:10 PM	3	7	4	0	2	4	1	0	0	2	2	0	6	8	3	0	42	
5:15 PM	2	7	4	0	3	4	0	0	1	6	2	0	6	4	3	0	42	
5:20 PM	1	5	3	0	0	2	0	0	1	5	3	0	2	5	4	0	31	
5:25 PM	2	6	0	0	0	3	2	0	0	4	3	0	1	1	0	0	22	
5:30 PM	6	9	3	0	6	6	0	0	1	15	6	0	4	2	1	0	59	
5:35 PM	4	8	3	0	1	6	0	0	2	7	5	0	3	4	6	0	49	
5:40 PM	3	6	4	0	1	5	1	0	3	5	2	0	10	6	1	0	47	
5:45 PM	2	7	6	0	4	4	0	0	0	7	5	0	5	12	6	0	58	510
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	475
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	429
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	398
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	308
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	266
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	76	56	0	32	56	8	0	8	52	32	0	68	68	28	0	528
Heavy Trucks	0	16	0		4	4	0		0	0	0		4	0	0		28
Pedestrians		72				40				172				236			520
Bicycles	0	4	2		4	17	0		0	2	0		4	4	2		39
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

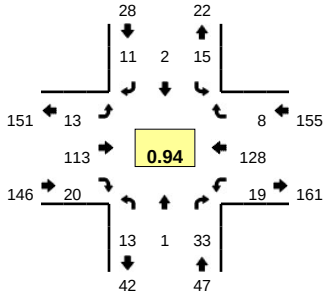
Type of peak hour being reported: System Peak

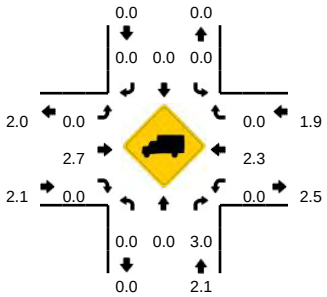
Method for determining peak hour: Total Entering Volume

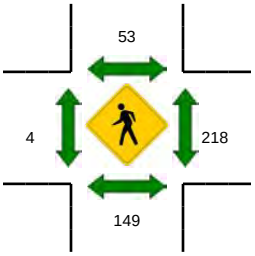
LOCATION: 17th St -- Washington Way
CITY/STATE: Corvallis, OR

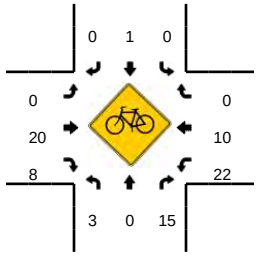
QC JOB #: 13124963
DATE: Wed, Oct 29 2014

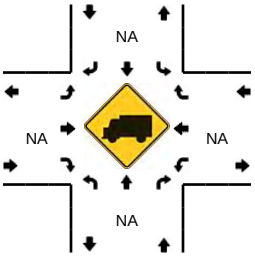
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

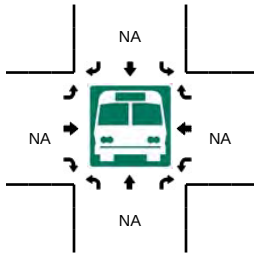












5-Min Count Period Beginning At	17th St (Northbound)				17th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	0	0	0	1	0	1	0	3	9	0	0	2	7	1	0	25	
4:55 PM	2	1	1	0	2	0	1	0	0	9	5	0	3	16	0	0	40	
5:00 PM	1	0	2	0	3	1	1	0	0	8	3	0	1	6	0	0	26	
5:05 PM	0	0	3	0	2	0	0	0	1	10	0	0	2	11	1	0	30	
5:10 PM	1	0	1	0	1	0	1	0	1	11	0	0	2	12	2	0	32	
5:15 PM	0	0	3	0	1	0	0	0	0	12	4	0	0	18	0	0	38	
5:20 PM	2	0	3	0	0	0	1	0	2	5	2	0	0	9	0	0	24	
5:25 PM	0	0	3	1	0	0	0	0	0	2	1	0	3	2	0	0	12	
5:30 PM	1	0	3	0	1	0	0	0	1	18	2	0	0	5	0	0	31	
5:35 PM	2	0	3	0	1	0	0	0	0	11	1	0	2	13	0	0	33	
5:40 PM	1	0	5	0	2	1	3	0	3	8	1	0	0	13	2	0	39	
5:45 PM	1	0	6	0	1	0	3	0	2	10	1	0	4	16	2	0	46	376
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	28	0	16	0	4	0	8	132	16	0	16	164	12	0	400
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
Pedestrians		172				60				0				280			512
Bicycles	0	0	3		0	0	0		0	5	2		8	5	0		23
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

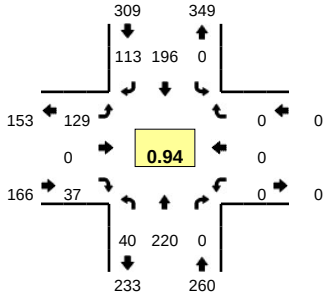
Type of peak hour being reported: System Peak

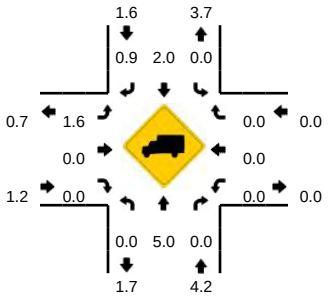
Method for determining peak hour: Total Entering Volume

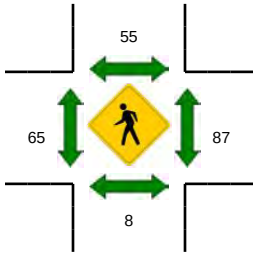
LOCATION: 15th St -- Washington Way
CITY/STATE: Corvallis, OR

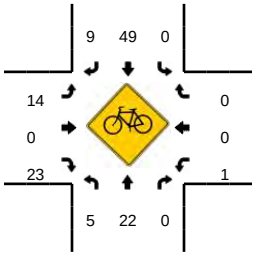
QC JOB #: 13124966
DATE: Wed, Oct 29 2014

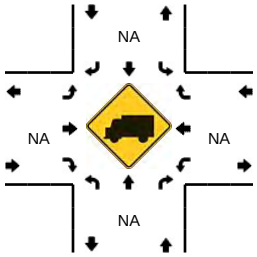
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

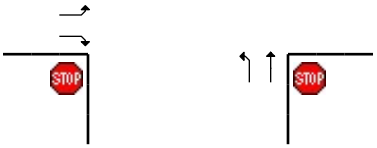


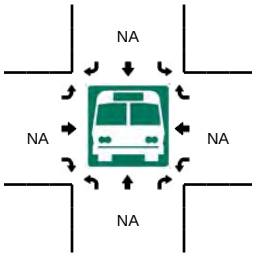












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				Washington Way (Eastbound)				Washington Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	4	17	0	0	0	8	16	0	7	0	4	0	0	0	0	0	56	
4:55 PM	4	20	0	0	0	14	8	0	8	0	3	0	0	0	0	0	57	
5:00 PM	4	23	0	0	0	11	8	0	11	0	4	0	0	0	0	0	61	
5:05 PM	2	20	0	0	0	24	7	0	14	0	6	0	0	0	0	0	73	
5:10 PM	4	18	0	0	0	17	14	0	12	0	2	0	0	0	0	0	67	
5:15 PM	3	14	0	0	0	23	8	0	6	0	2	0	0	0	0	0	56	
5:20 PM	3	10	0	0	0	17	6	0	8	0	1	0	0	0	0	0	45	
5:25 PM	1	24	0	0	0	18	2	0	7	0	1	0	0	0	0	0	53	
5:30 PM	2	10	0	0	0	14	4	0	18	0	4	0	0	0	0	0	52	
5:35 PM	3	15	0	0	0	20	13	0	13	0	3	0	0	0	0	0	67	
5:40 PM	5	23	0	0	0	13	15	0	9	0	6	0	0	0	0	0	71	
5:45 PM	5	26	0	0	0	17	12	0	16	0	1	0	0	0	0	0	77	735
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	679
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	622
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	561
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	488
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	421
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	365
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	208	0	0	0	256	116	0	128	0	40	0	0	0	0	0	784
Heavy Trucks	0	8	0		0	0	0		4	0	0		0	0	0		12
Pedestrians		12				72				76				56			216
Bicycles	0	9	0		0	9	5		4	0	7		0	0	0		34
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

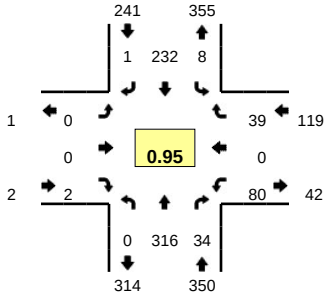
Type of peak hour being reported: System Peak

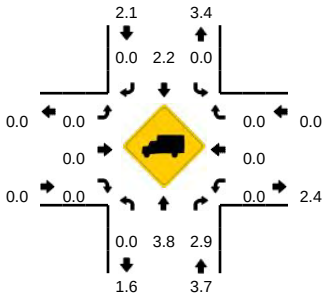
Method for determining peak hour: Total Entering Volume

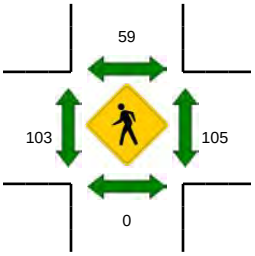
LOCATION: 15th St -- Washington Ave
CITY/STATE: Corvallis, OR

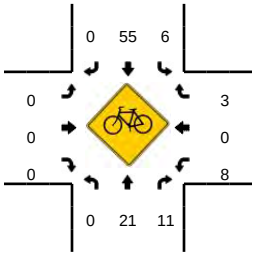
QC JOB #: 13124969
DATE: Wed, Oct 29 2014

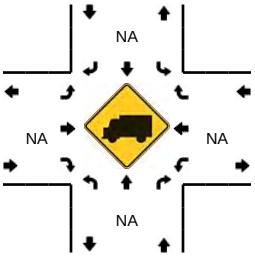
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

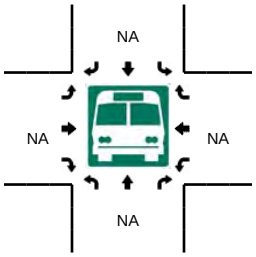












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				Washington Ave (Eastbound)				Washington Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	17	2	0	2	20	1	0	0	0	0	0	9	0	3	0	54	
4:05 PM	0	20	4	0	0	18	0	0	0	0	0	0	4	0	3	0	49	
4:10 PM	0	24	5	0	3	16	0	0	0	1	0	0	3	0	2	0	54	
4:15 PM	0	17	2	0	1	20	0	0	0	0	0	0	3	2	1	0	46	
4:20 PM	0	25	0	0	0	16	0	0	0	0	0	0	8	0	2	0	51	
4:25 PM	0	19	1	0	0	14	0	0	0	0	0	0	3	0	1	0	38	
4:30 PM	0	17	3	0	2	24	0	0	0	1	0	0	5	0	3	0	55	
4:35 PM	0	19	1	0	2	10	0	0	0	0	0	0	8	0	2	0	42	
4:40 PM	0	38	3	0	0	16	0	0	0	0	0	0	5	0	0	0	62	
4:45 PM	1	22	3	0	2	18	1	0	0	0	0	0	0	0	3	0	50	
4:50 PM	0	21	2	0	1	19	0	0	0	0	0	0	6	0	3	0	52	
4:55 PM	0	27	2	0	1	19	1	0	0	0	1	0	4	0	5	0	60	613
5:00 PM	0	30	4	0	3	17	0	0	0	0	0	0	3	0	4	0	61	620
5:05 PM	0	31	2	0	2	19	0	0	0	0	0	0	14	0	2	0	70	641
5:10 PM	0	28	4	0	0	19	0	0	0	0	0	0	10	0	5	0	66	653
5:15 PM	0	17	2	0	0	22	0	0	0	0	0	0	9	0	2	0	52	659
5:20 PM	0	16	1	0	0	17	0	0	0	0	0	0	5	0	4	0	43	651
5:25 PM	0	30	3	0	0	17	0	0	0	0	1	0	2	0	2	0	55	668
5:30 PM	0	21	5	0	0	13	0	0	0	0	0	0	5	0	2	0	46	659
5:35 PM	0	25	4	0	1	24	0	0	0	0	0	0	11	0	4	0	69	686
5:40 PM	0	29	2	0	0	23	0	0	0	0	0	0	4	0	2	0	60	684
5:45 PM	0	41	3	0	0	23	0	0	0	0	0	0	7	0	4	0	78	712
5:50 PM	0	21	3	0	1	24	0	0	0	0	0	0	7	0	2	0	58	718
5:55 PM	0	24	5	0	3	24	0	0	0	0	0	0	8	0	4	0	68	726

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	304	32	0	8	240	0	0	0	0	0	0	132	0	36	0	752
Heavy Trucks	0	16	0		0	0	0		0	0	0		0	0	0		16
Pedestrians		0				68				112				88			268
Bicycles	0	7	4		2	11	0		0	0	0		4	0	0		28
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

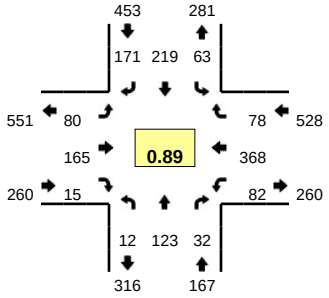
Type of peak hour being reported: System Peak

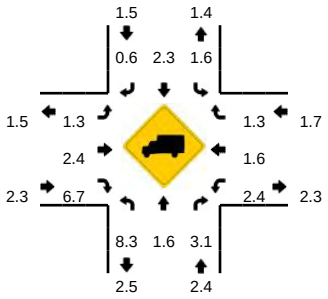
Method for determining peak hour: Total Entering Volume

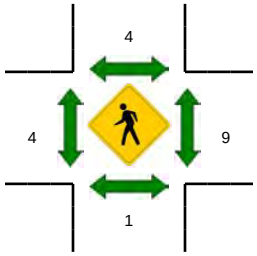
LOCATION: 35th St -- Western Blvd
CITY/STATE: Corvallis, OR

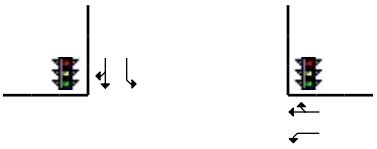
QC JOB #: 13124952
DATE: Wed, Oct 29 2014

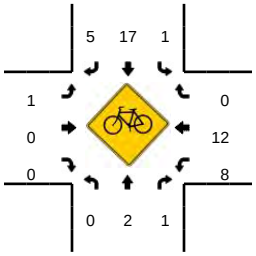
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

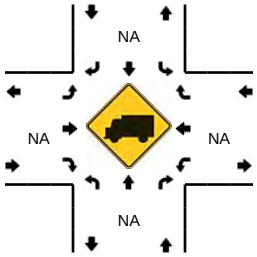


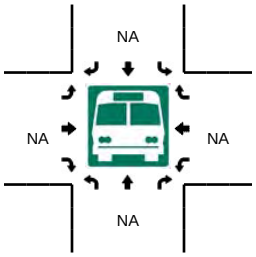












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	6	3	0	2	12	9	0	7	18	0	0	7	25	4	0	94	
4:55 PM	0	9	2	0	3	17	12	0	7	11	0	0	5	19	2	0	87	
5:00 PM	0	7	1	0	4	31	10	0	5	14	1	0	3	23	6	0	105	
5:05 PM	0	10	1	0	9	17	15	0	5	18	3	0	7	34	9	0	128	
5:10 PM	2	16	2	0	2	21	21	0	4	11	0	0	9	30	11	0	129	
5:15 PM	2	9	3	0	7	17	16	0	5	11	3	0	9	48	10	0	140	
5:20 PM	0	11	3	0	6	20	16	0	3	11	3	0	15	42	6	0	136	
5:25 PM	2	10	0	0	5	16	17	0	8	13	1	0	8	36	7	0	123	
5:30 PM	3	10	4	0	7	17	21	0	10	14	2	0	8	22	1	0	119	
5:35 PM	0	11	4	0	5	20	11	0	9	16	1	0	4	44	6	0	131	
5:40 PM	1	15	8	0	5	12	9	0	12	18	1	0	3	26	11	0	121	
5:45 PM	1	9	1	0	8	19	14	0	5	10	0	0	4	19	5	0	95	1408
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1314
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1227
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1122
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	994
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	865
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	725
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	589
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	466
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	347
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	140	24	0	72	220	208	0	56	160	24	0	100	448	120	0	1588
Heavy Trucks	0	4	0		4	0	4		0	12	4		0	8	0		36
Pedestrians		4				4				0				12			20
Bicycles	0	0	1		1	5	2		0	0	0		2	4	0		15
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

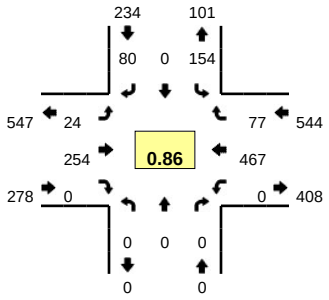
LOCATION: 30th St -- Western Blvd

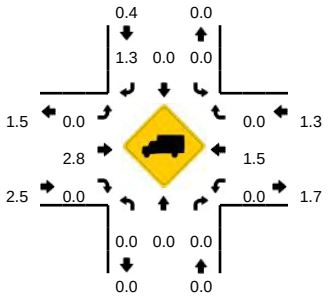
CITY/STATE: Corvallis, OR

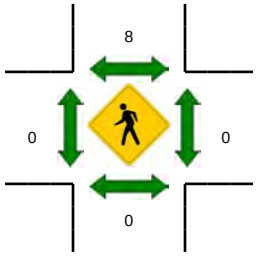
QC JOB #: 13124950

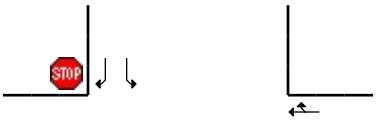
DATE: Wed, Oct 29 2014

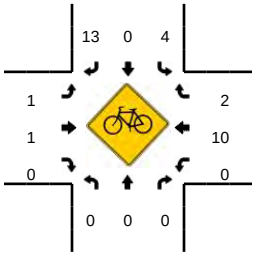
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

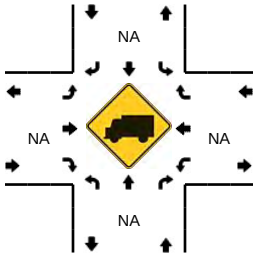


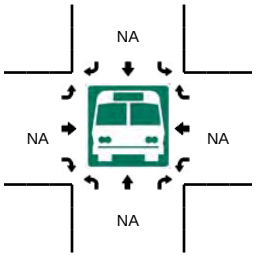












5-Min Count Period Beginning At	30th St (Northbound)				30th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	10	0	8	0	2	16	0	0	0	26	3	0	65	
4:05 PM	0	0	0	0	11	0	4	0	1	15	0	0	0	24	6	0	61	
4:10 PM	0	0	0	0	9	0	1	0	1	20	0	0	0	30	5	0	66	
4:15 PM	0	0	0	0	9	0	4	0	3	16	0	0	0	20	5	0	57	
4:20 PM	0	0	0	0	9	0	3	0	2	21	0	0	0	24	2	0	61	
4:25 PM	0	0	0	0	2	0	6	0	0	29	0	0	0	21	3	0	61	
4:30 PM	0	0	0	0	6	0	5	0	1	14	0	0	0	23	3	0	52	
4:35 PM	0	0	0	0	6	0	5	0	2	14	0	0	0	24	4	0	55	
4:40 PM	0	0	0	0	16	0	3	0	2	15	0	0	0	26	2	0	64	
4:45 PM	0	0	0	0	7	0	6	0	3	17	0	0	0	15	7	0	55	
4:50 PM	0	0	0	0	15	0	8	0	3	19	0	0	0	31	6	0	82	
4:55 PM	0	0	0	0	15	0	5	0	5	14	0	0	0	27	6	0	72	751
5:00 PM	0	0	0	0	12	0	5	0	2	18	0	0	0	22	5	0	64	750
5:05 PM	0	0	0	0	14	0	10	0	3	21	0	0	0	43	10	0	101	790
5:10 PM	0	0	0	0	10	0	5	0	3	17	0	0	0	63	5	0	103	827
5:15 PM	0	0	0	0	19	0	5	0	1	21	0	0	0	49	8	0	103	873
5:20 PM	0	0	0	0	13	0	8	0	1	20	0	0	0	55	4	0	101	913
5:25 PM	0	0	0	0	15	0	9	0	0	20	0	0	0	41	6	0	91	943
5:30 PM	0	0	0	0	9	0	6	0	3	24	0	0	0	21	9	0	72	963
5:35 PM	0	0	0	0	8	0	12	0	2	31	0	0	0	46	8	0	107	1015
5:40 PM	0	0	0	0	14	0	3	0	1	29	0	0	0	36	5	0	88	1039
5:45 PM	0	0	0	0	10	0	4	0	0	20	0	0	0	33	5	0	72	1056
5:50 PM	0	0	0	0	5	0	2	0	3	21	0	0	0	23	7	0	61	1035
5:55 PM	0	0	0	0	14	0	8	0	0	18	0	0	0	23	5	0	68	1031

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	172	0	80	0	28	236	0	0	0	620	92	0	1228
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	8	0		24
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	5		1	1	0		0	3	0		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

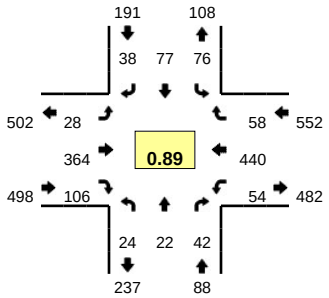
Type of peak hour being reported: System Peak

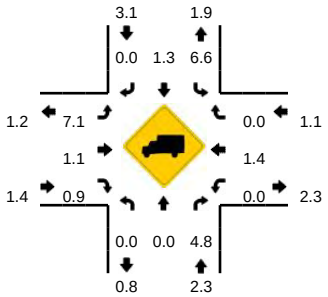
Method for determining peak hour: Total Entering Volume

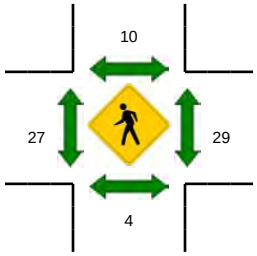
LOCATION: 26th St -- Western Blvd
CITY/STATE: Corvallis, OR

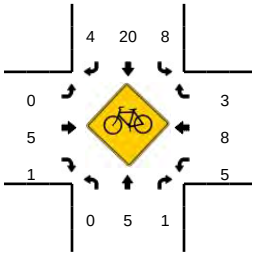
QC JOB #: 13124948
DATE: Wed, Oct 29 2014

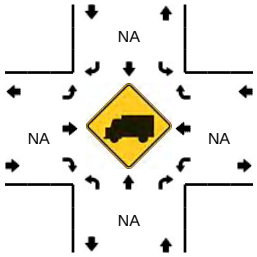
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

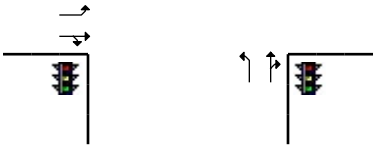


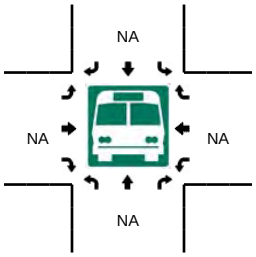












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	3	2	0	5	5	3	0	2	21	7	0	5	27	5	0	86	
4:55 PM	4	0	2	0	6	8	2	0	3	30	9	0	2	24	5	0	95	
5:00 PM	2	1	2	0	8	3	2	0	2	24	11	0	3	22	5	0	85	
5:05 PM	4	5	4	0	10	7	5	0	3	26	8	0	6	38	2	0	118	
5:10 PM	2	1	2	0	6	8	2	0	1	33	6	0	9	61	4	0	135	
5:15 PM	1	3	3	0	9	9	2	0	2	30	14	0	3	41	4	0	121	
5:20 PM	2	1	2	0	7	8	2	0	2	33	5	0	6	51	0	0	119	
5:25 PM	3	2	3	0	4	6	5	0	0	34	11	0	6	39	5	0	118	
5:30 PM	1	1	10	0	3	5	3	0	6	26	5	0	3	27	10	0	100	
5:35 PM	2	4	4	0	6	5	3	0	1	37	6	0	2	44	7	0	121	
5:40 PM	2	0	5	0	4	5	5	0	4	42	11	0	6	37	7	0	128	
5:45 PM	0	1	3	0	8	8	4	0	2	28	13	0	3	29	4	0	103	1329
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1243
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1148
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1063
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	945
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	689
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	570
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	452
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	36	36	0	100	96	36	0	24	356	112	0	72	560	40	0	1496
Heavy Trucks	0	0	0		4	4	0		4	8	4		0	8	0		32
Pedestrians		4				8				24				40			76
Bicycles	0	0	0		2	10	1		0	1	0		1	4	1		20
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

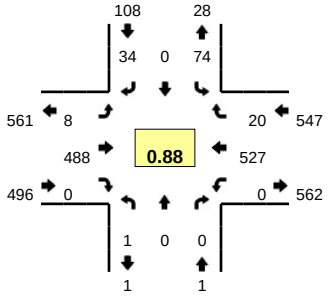
Type of peak hour being reported: System Peak

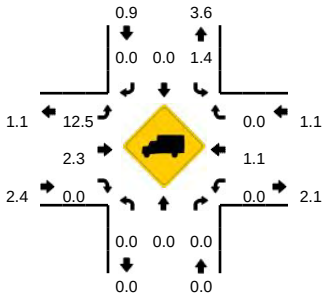
Method for determining peak hour: Total Entering Volume

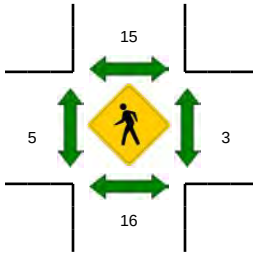
LOCATION: Stadium Ave -- Western Blvd
CITY/STATE: Corvallis, OR

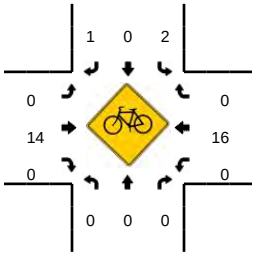
QC JOB #: 13124946
DATE: Wed, Oct 29 2014

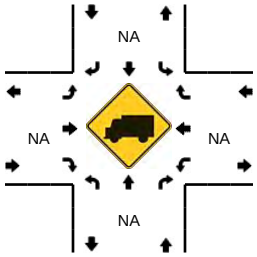
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

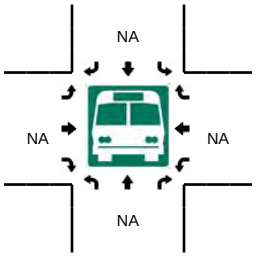












5-Min Count Period Beginning At	Stadium Ave (Northbound)				Stadium Ave (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	0	0	0	6	0	4	0	0	26	0	0	0	34	1	0	71	
4:55 PM	0	0	0	0	8	0	1	0	0	40	0	0	0	31	3	0	83	
5:00 PM	0	0	0	0	6	0	1	0	0	44	0	0	0	30	2	0	83	
5:05 PM	0	0	0	1	6	0	2	0	0	44	0	0	0	55	1	0	109	
5:10 PM	0	0	0	0	8	0	6	0	2	46	0	0	0	62	3	0	127	
5:15 PM	0	0	0	0	6	0	2	0	1	41	0	0	0	42	0	0	92	
5:20 PM	0	0	0	0	8	0	3	0	0	38	0	0	0	55	0	0	104	
5:25 PM	0	0	0	0	2	0	2	0	0	37	0	0	0	49	1	0	91	
5:30 PM	0	0	0	0	3	0	6	0	0	44	0	0	0	44	2	0	99	
5:35 PM	0	0	0	0	6	0	0	0	2	43	0	0	0	50	3	0	104	
5:40 PM	0	0	0	0	6	0	5	0	2	44	0	0	0	41	0	0	98	
5:45 PM	0	0	0	0	9	0	2	0	1	41	0	0	0	34	4	0	91	1152
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1081
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	998
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	915
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	806
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	679
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	587
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	483
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	392
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	4	80	0	40	0	12	524	0	0	0	636	16	0	1312
Heavy Trucks	0	0	0		4	0	0		4	8	0		0	8	0		24
Pedestrians		12				28				0				4			44
Bicycles	0	0	0		1	0	0		0	3	0		0	8	0		12
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

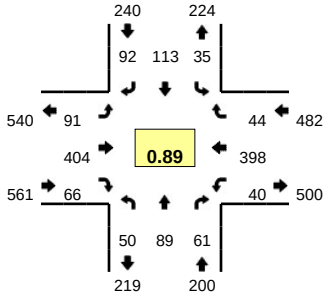
Type of peak hour being reported: System Peak

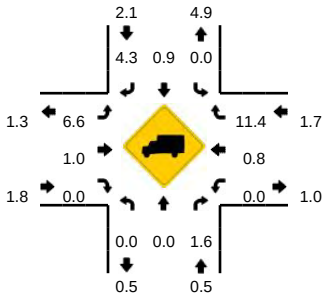
Method for determining peak hour: Total Entering Volume

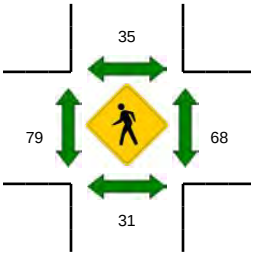
LOCATION: 15th St -- Western Blvd
CITY/STATE: Corvallis, OR

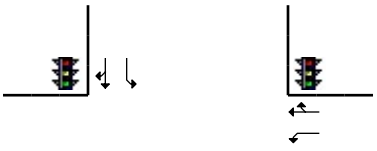
QC JOB #: 13124942
DATE: Wed, Oct 29 2014

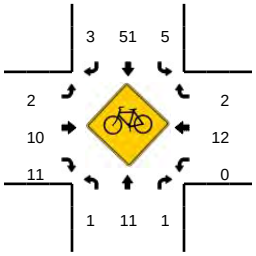
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

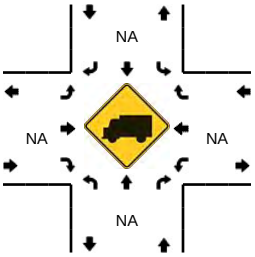


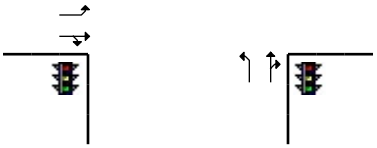


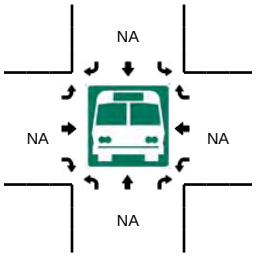












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	3	12	3	0	1	10	4	0	5	20	5	0	3	22	4	0	92	
4:55 PM	5	12	5	0	1	4	5	0	6	33	3	0	2	33	1	0	110	
5:00 PM	1	4	11	0	5	11	5	0	10	29	5	0	8	27	5	0	121	
5:05 PM	7	8	8	0	3	15	9	0	8	34	7	0	3	36	2	0	140	
5:10 PM	3	11	7	0	7	12	9	0	11	43	4	0	4	48	3	0	162	
5:15 PM	1	5	3	0	2	11	10	0	2	36	8	0	4	30	3	0	115	
5:20 PM	4	3	4	0	1	11	10	0	6	39	9	0	1	45	4	0	137	
5:25 PM	9	7	4	0	5	6	9	0	12	30	3	0	2	33	1	0	121	
5:30 PM	3	4	1	0	3	7	5	0	3	38	7	0	2	38	3	0	114	
5:35 PM	8	7	5	0	3	13	8	0	10	26	3	0	5	29	6	0	123	
5:40 PM	0	7	2	0	2	7	8	0	7	43	6	0	4	34	6	0	126	
5:45 PM	6	9	8	0	2	6	10	0	11	33	6	0	2	23	6	0	122	1483
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1391
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1281
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1160
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1020
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	858
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	743
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	606
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	485
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	96	72	0	48	152	112	0	84	452	76	0	44	456	32	0	1668
Heavy Trucks	0	0	0		0	4	0		8	0	0		0	8	4		24
Pedestrians		36				32				112				80			260
Bicycles	1	2	0		0	5	0		1	2	4		0	6	0		21
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

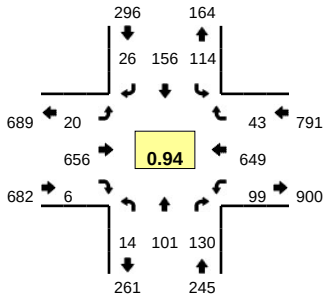
LOCATION: 35th St -- US 20

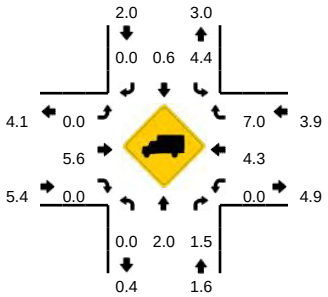
CITY/STATE: Corvallis, OR

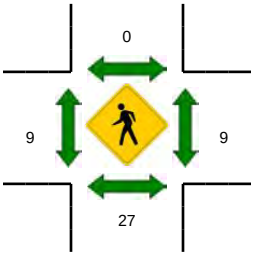
QC JOB #: 13124954

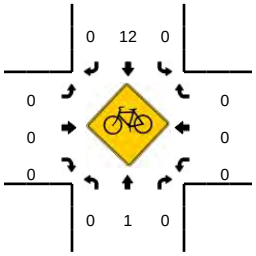
DATE: Wed, Oct 29 2014

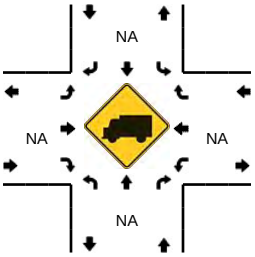
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

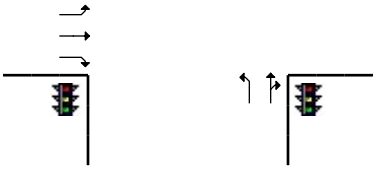


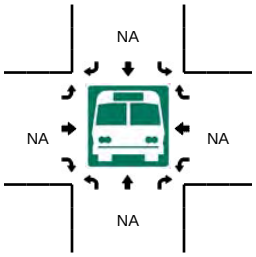












5-Min Count Period Beginning At	35th St (Northbound)				35th St (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	6	12	0	7	8	1	0	3	51	2	0	9	48	4	0	151	
4:55 PM	2	3	9	0	6	10	5	0	1	46	0	0	13	55	3	0	153	
5:00 PM	0	7	12	0	13	23	0	0	0	52	0	0	9	45	1	0	162	
5:05 PM	2	10	28	0	5	10	1	0	1	53	2	0	3	52	4	0	171	
5:10 PM	0	7	10	0	13	14	2	0	4	49	0	0	17	74	3	0	193	
5:15 PM	1	10	12	0	16	13	4	0	2	49	1	0	10	53	2	0	173	
5:20 PM	0	12	10	0	12	25	4	0	1	61	0	0	3	40	4	0	172	
5:25 PM	0	7	8	0	6	20	1	0	1	82	1	0	8	68	6	0	208	
5:30 PM	2	5	7	0	10	12	4	0	1	49	0	0	5	56	6	0	157	
5:35 PM	7	19	9	0	7	12	1	0	2	54	0	0	7	50	4	0	172	
5:40 PM	0	10	3	0	15	5	2	0	2	56	0	0	5	53	2	0	153	
5:45 PM	0	5	10	0	4	4	1	0	2	54	0	0	10	55	4	0	149	2014
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1863
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1710
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1548
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1377
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1184
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1011
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	839
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	631
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	474
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	108	200	0	136	148	28	0	28	604	12	0	120	716	36	0	2148
Heavy Trucks	0	0	0		8	4	0		0	44	0		0	28	4		88
Pedestrians		44				0				12				12			68
Bicycles	0	0	0		0	3	0		0	0	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

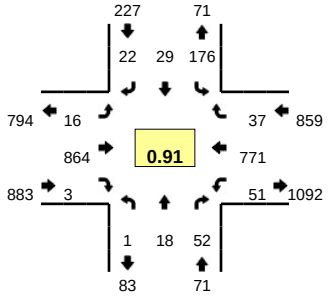
LOCATION: 26th St -- US 20

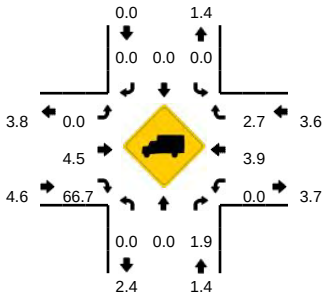
CITY/STATE: Corvallis, OR

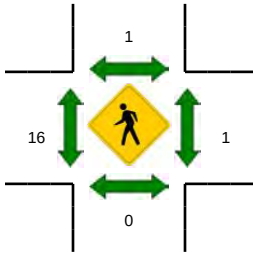
QC JOB #: 13124956

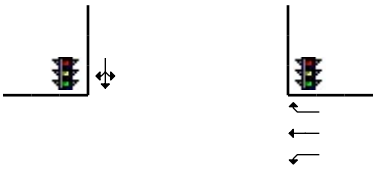
DATE: Wed, Oct 29 2014

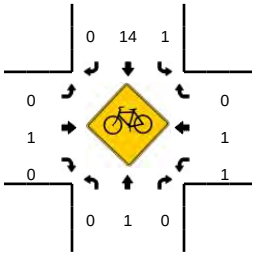
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

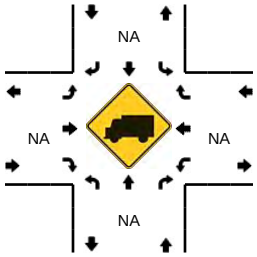


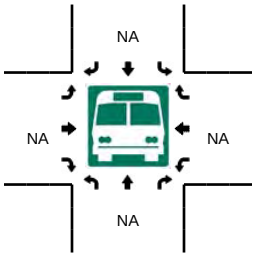












5-Min Count Period Beginning At	26th St (Northbound)				26th St (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	1	4	0	15	1	3	0	4	60	0	0	4	51	5	0	148	
4:55 PM	0	0	4	0	8	1	3	0	0	73	0	0	1	69	3	0	162	
5:00 PM	0	3	3	0	10	2	4	0	0	73	0	0	4	65	3	0	167	
5:05 PM	0	2	3	0	22	1	5	0	0	78	0	0	4	62	8	0	185	
5:10 PM	0	2	7	0	16	4	0	0	1	68	0	0	3	75	2	0	178	
5:15 PM	0	2	10	0	11	3	2	0	2	84	1	0	7	75	2	0	199	
5:20 PM	0	1	3	0	20	5	1	0	1	69	1	0	7	70	0	0	178	
5:25 PM	0	2	2	0	16	3	0	0	1	82	1	0	7	64	5	0	183	
5:30 PM	1	2	5	0	10	1	2	0	4	70	0	0	4	49	2	0	150	
5:35 PM	0	2	5	0	8	2	0	0	1	79	0	0	6	72	5	0	180	
5:40 PM	0	1	4	0	17	1	2	0	0	76	0	0	1	66	1	0	169	
5:45 PM	0	0	2	0	23	5	0	0	2	52	0	0	3	53	1	0	141	2040
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1892
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1730
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1563
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1378
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1200
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1001
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	823
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	640
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	24	80	0	196	32	28	0	12	920	4	0	56	848	48	0	2248
Heavy Trucks	0	0	0		0	0	0		0	56	0		0	44	0		100
Pedestrians		0				0				20				0			20
Bicycles	0	0	0		0	6	0		0	0	0		0	1	0		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

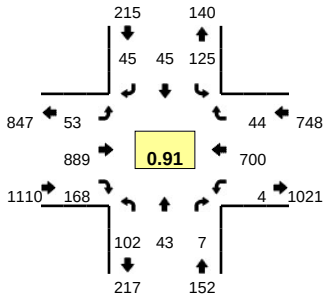
LOCATION: 15th St -- US 20

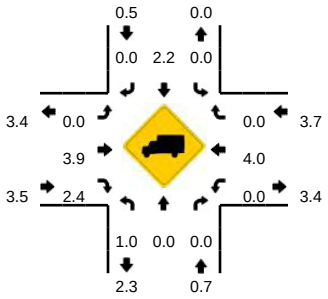
CITY/STATE: Corvallis, OR

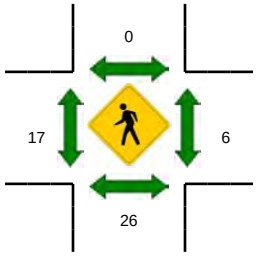
QC JOB #: 13124958

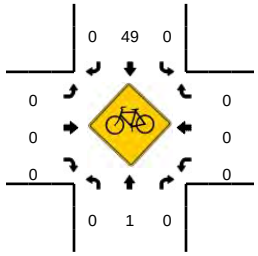
DATE: Wed, Oct 29 2014

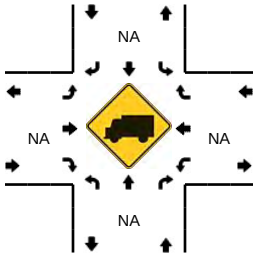
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

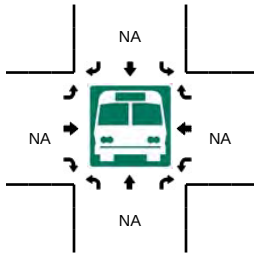












5-Min Count Period Beginning At	15th St (Northbound)				15th St (Southbound)				US 20 (Eastbound)				US 20 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	7	8	0	0	8	3	4	0	7	71	9	0	0	44	7	0	168	
4:55 PM	2	4	1	0	7	2	4	0	6	60	17	0	0	59	6	0	168	
5:00 PM	5	1	0	0	9	2	5	0	7	71	9	0	1	67	2	0	179	
5:05 PM	12	7	1	0	12	5	4	0	0	84	14	0	0	65	4	0	208	
5:10 PM	10	3	1	0	16	1	9	0	7	69	18	0	2	65	2	0	203	
5:15 PM	5	1	0	0	18	1	0	0	3	82	21	0	0	67	1	0	199	
5:20 PM	10	1	0	0	12	6	2	0	1	77	11	0	0	73	4	0	197	
5:25 PM	11	1	1	0	11	9	6	0	4	70	14	0	1	57	6	0	191	
5:30 PM	9	4	1	0	9	3	2	0	4	88	11	0	0	52	4	0	187	
5:35 PM	14	4	2	0	10	2	1	0	5	72	15	0	0	58	3	0	186	
5:40 PM	9	6	0	0	9	7	5	0	0	76	17	0	0	55	0	0	184	
5:45 PM	8	3	0	0	4	4	3	0	9	69	12	0	0	38	5	0	155	2225
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2057
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1889
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1710
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1502
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1299
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	903
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	712
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	108	44	8	0	184	28	52	0	40	940	212	0	8	788	28	0	2440
Heavy Trucks	0	0	0		0	0	0		0	44	4		0	44	0		92
Pedestrians		32				0				16				0			48
Bicycles	0	0	0		0	14	0		0	0	0		0	0	0		14
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

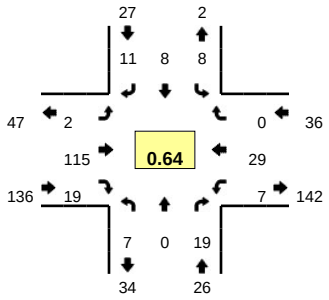
Type of peak hour being reported: System Peak

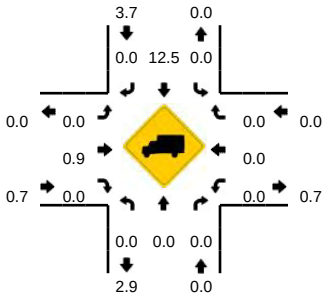
Method for determining peak hour: Total Entering Volume

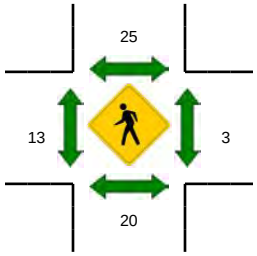
LOCATION: 13th St -- Washington Ave
CITY/STATE: Corvallis, OR

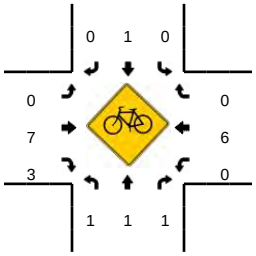
QC JOB #: 13124934
DATE: Wed, Oct 29 2014

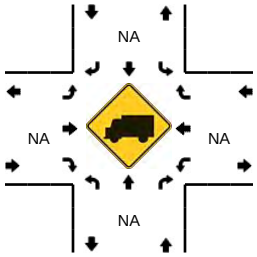
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

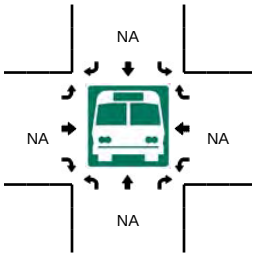












5-Min Count Period Beginning At	13th St (Northbound)				13th St (Southbound)				Washington Ave (Eastbound)				Washington Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	0	3	0	1	0	1	0	0	5	0	0	1	1	0	0	13	
4:55 PM	0	0	0	0	1	1	1	0	0	4	2	0	1	3	0	0	13	
5:00 PM	0	0	1	0	0	0	2	0	0	9	2	0	1	2	0	0	17	
5:05 PM	1	0	4	0	1	0	0	0	0	27	5	0	0	2	0	0	40	
5:10 PM	0	0	2	0	0	1	1	0	1	20	3	0	0	4	0	0	32	
5:15 PM	0	0	2	0	0	2	1	0	0	7	2	0	0	2	0	0	16	
5:20 PM	1	0	0	0	0	1	0	0	0	10	1	0	1	2	0	0	16	
5:25 PM	0	0	1	0	2	0	2	0	0	8	1	0	0	0	0	0	14	
5:30 PM	0	0	2	0	1	0	0	0	0	8	0	0	1	3	0	0	15	
5:35 PM	1	0	1	0	0	1	1	0	0	5	2	0	0	3	0	0	14	
5:40 PM	1	0	1	0	0	1	1	0	0	4	0	0	2	2	0	0	12	
5:45 PM	2	0	2	0	2	1	1	0	1	8	1	0	0	5	0	0	23	225
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	32	0	4	12	8	0	4	216	40	0	0	32	0	0	352
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		16				20				16				0			52
Bicycles	0	0	1		0	0	0		0	3	0		0	1	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

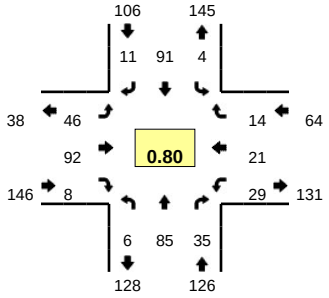
Type of peak hour being reported: System Peak

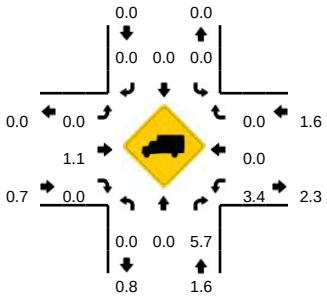
Method for determining peak hour: Total Entering Volume

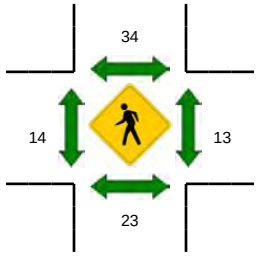
LOCATION: 11th St -- Washington Ave
CITY/STATE: Corvallis, OR

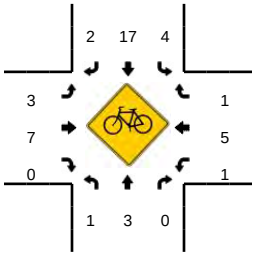
QC JOB #: 13124936
DATE: Wed, Oct 29 2014

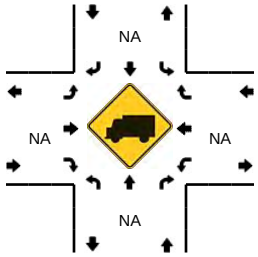
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

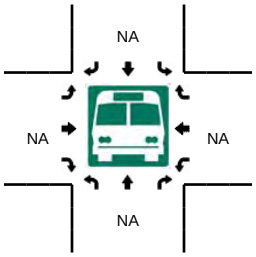












5-Min Count Period Beginning At	11th St (Northbound)				11th St (Southbound)				Washington Ave (Eastbound)				Washington Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	14	3	0	0	5	0	0	2	6	1	0	2	1	0	0	35	
4:55 PM	0	3	3	0	1	5	1	0	0	4	1	0	4	3	3	0	28	
5:00 PM	0	4	4	0	0	8	2	0	3	4	2	0	4	1	2	0	34	
5:05 PM	0	7	2	0	1	16	0	0	8	18	0	0	0	2	1	0	55	
5:10 PM	1	4	5	0	0	5	0	0	6	20	1	0	2	3	2	0	49	
5:15 PM	0	10	0	0	0	6	2	0	6	6	0	0	2	1	1	0	34	
5:20 PM	0	11	4	0	1	5	1	0	1	7	0	0	3	2	1	0	36	
5:25 PM	0	4	7	0	0	9	0	0	4	7	3	0	4	0	1	0	39	
5:30 PM	2	9	2	0	0	9	1	0	3	8	0	0	1	2	1	0	38	
5:35 PM	1	6	1	0	0	10	2	0	6	1	0	0	1	1	1	0	30	
5:40 PM	0	6	1	0	1	9	1	0	2	4	0	0	4	3	1	0	32	
5:45 PM	1	7	3	0	0	4	1	0	5	7	0	0	2	2	0	0	32	442
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	407
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	379
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	345
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	84	28	0	4	108	8	0	80	176	4	0	16	24	16	0	552
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		20				28				12				4			64
Bicycles	0	0	0		3	6	1		2	1	0		0	1	0		14
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

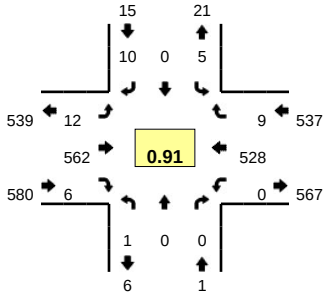
Type of peak hour being reported: System Peak

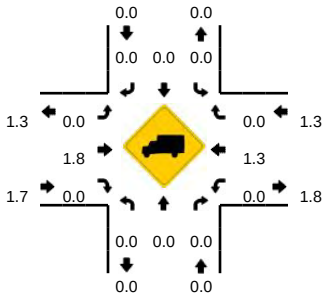
Method for determining peak hour: Total Entering Volume

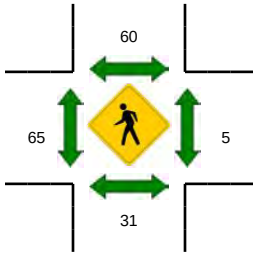
LOCATION: 16th St -- Western Blvd
CITY/STATE: Corvallis, OR

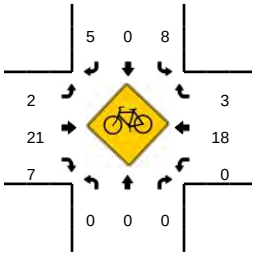
QC JOB #: 13124944
DATE: Wed, Oct 29 2014

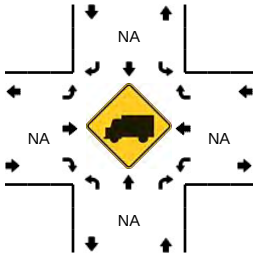
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

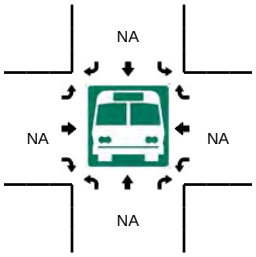












5-Min Count Period Beginning At	16th St (Northbound)				16th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	0	0	0	0	0	2	0	5	31	1	0	0	28	1	0	68	
4:55 PM	0	0	0	0	0	0	0	0	1	44	0	0	0	40	2	0	87	
5:00 PM	0	0	0	0	1	0	1	0	1	50	0	0	0	31	0	0	84	
5:05 PM	0	0	0	0	0	0	0	0	1	50	2	0	0	49	0	0	102	
5:10 PM	0	0	0	0	0	0	1	0	0	56	0	0	0	60	0	0	117	
5:15 PM	0	0	0	0	0	0	0	0	0	47	1	0	0	42	1	0	91	
5:20 PM	0	0	0	0	2	0	2	0	1	45	0	0	0	58	1	0	109	
5:25 PM	0	0	0	0	0	0	1	0	0	44	1	0	0	50	0	0	96	
5:30 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	47	0	0	95	
5:35 PM	1	0	0	0	0	0	1	0	0	48	1	0	0	45	0	0	96	
5:40 PM	0	0	0	0	1	0	0	0	2	49	0	0	0	41	1	0	94	
5:45 PM	0	0	0	0	1	0	2	0	1	50	0	0	0	37	3	0	94	1133
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1065
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	978
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	894
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	792
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	675
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	584
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	475
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	379
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	4	0	4	612	12	0	0	604	4	0	1240
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	8	0		16
Pedestrians		28				72				88				8			196
Bicycles	0	0	0		3	0	4		0	6	0		0	7	1		21
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

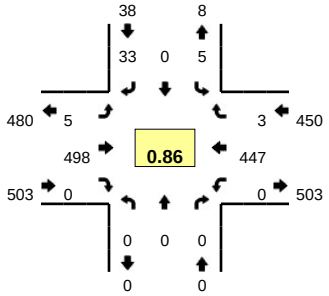
Type of peak hour being reported: System Peak

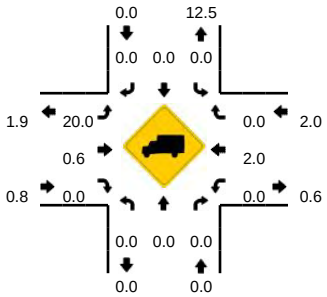
Method for determining peak hour: Total Entering Volume

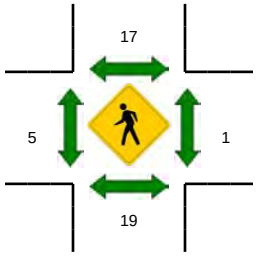
LOCATION: 13th St -- Western Blvd
CITY/STATE: Corvallis, OR

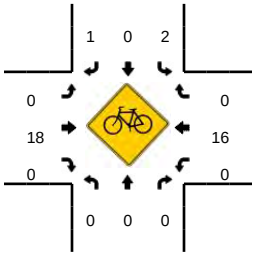
QC JOB #: 13124940
DATE: Wed, Oct 29 2014

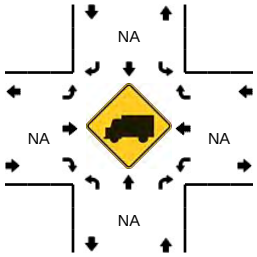
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

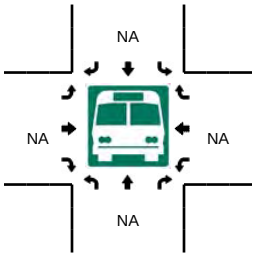












5-Min Count Period Beginning At	13th St (Northbound)				13th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	0	0	0	0	0	0	1	0	1	23	0	0	0	33	0	0	58	
4:55 PM	0	0	0	0	2	0	2	0	0	39	0	0	0	36	1	0	80	
5:00 PM	0	0	0	0	0	0	3	0	0	43	0	0	0	33	0	0	79	
5:05 PM	0	0	0	0	1	0	5	0	2	47	0	0	0	53	0	0	108	
5:10 PM	0	0	0	0	0	0	6	0	1	49	0	0	0	35	0	0	91	
5:15 PM	0	0	0	0	0	0	6	0	0	46	0	0	0	38	0	0	90	
5:20 PM	0	0	0	0	1	0	2	0	0	44	0	0	0	43	1	0	91	
5:25 PM	0	0	0	0	0	0	2	0	0	39	0	0	0	31	1	0	73	
5:30 PM	0	0	0	0	0	0	0	0	0	42	0	0	0	46	0	0	88	
5:35 PM	0	0	0	0	0	0	3	0	1	34	0	0	0	40	0	0	78	
5:40 PM	0	0	0	0	0	0	2	0	0	45	0	0	0	32	0	0	79	
5:45 PM	0	0	0	0	1	0	1	0	0	47	0	0	0	27	0	0	76	991
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	933
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	853
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	774
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	666
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	485
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	394
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	321
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	68	0	12	568	0	0	0	504	0	0	1156
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	16	0		16
Pedestrians		20				20				0				0			40
Bicycles	0	0	0		1	0	1		0	4	0		0	7	0		13
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

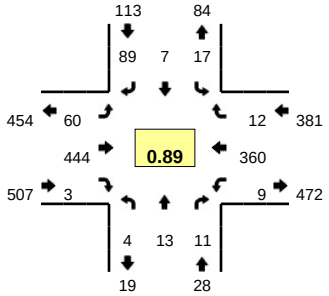
Type of peak hour being reported: System Peak

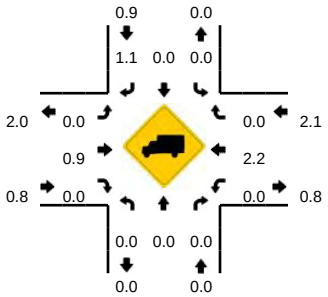
Method for determining peak hour: Total Entering Volume

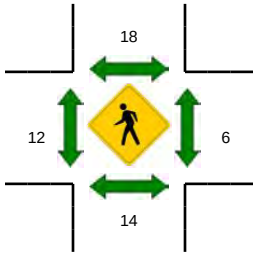
LOCATION: 11th St -- Western Blvd
CITY/STATE: Corvallis, OR

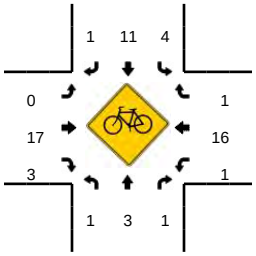
QC JOB #: 13124938
DATE: Wed, Oct 29 2014

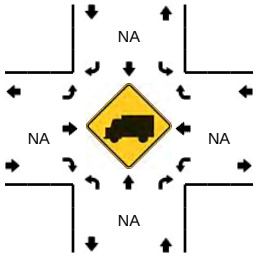
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

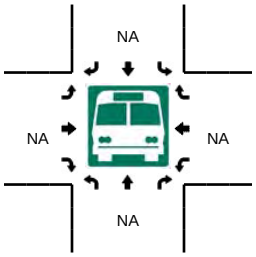












5-Min Count Period Beginning At	11th St (Northbound)				11th St (Southbound)				Western Blvd (Eastbound)				Western Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:50 PM	1	3	1	0	1	2	4	0	7	24	0	0	1	29	1	0	74	
4:55 PM	0	1	1	0	1	0	10	0	3	33	0	0	0	27	0	0	76	
5:00 PM	0	0	2	0	3	0	12	0	4	36	1	0	1	21	0	0	80	
5:05 PM	0	0	0	0	2	1	11	0	5	50	0	0	1	45	0	0	115	
5:10 PM	0	2	0	0	1	0	6	0	7	38	1	0	1	26	2	0	84	
5:15 PM	1	3	0	0	1	1	3	0	2	41	0	0	0	35	2	0	89	
5:20 PM	0	1	2	0	1	0	9	0	7	43	0	0	1	34	1	0	99	
5:25 PM	0	1	1	0	5	0	4	0	6	32	0	0	0	30	1	0	80	
5:30 PM	1	0	0	0	0	1	9	0	4	36	0	0	0	38	2	0	91	
5:35 PM	0	0	1	0	0	1	10	0	4	33	0	0	2	29	2	0	82	
5:40 PM	0	0	0	0	1	0	7	0	5	36	0	0	0	25	1	0	75	
5:45 PM	1	2	3	0	1	1	4	0	5	42	1	1	2	21	0	0	84	1029
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	955
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	879
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	799
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	684
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	511
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	412
6:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	20	0	0	16	8	80	0	56	516	4	0	8	424	16	0	1152
Heavy Trucks	0	0	0		0	0	4		0	0	0		0	12	0		16
Pedestrians		8				12				8				8			36
Bicycles	0	0	0		0	3	0		0	3	2		0	9	0		17
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/17/2014 3:48 PM

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

Appendix D Existing Conditions Operational Results Worksheets

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	37	314	104	46	244	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1506	1881	1743		1787	1538
Flt Permitted	0.64	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1009	1881	1743		1787	1538
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	47	403	133	59	313	56
RTOR Reduction (vph)	0	0	9	0	0	37
Lane Group Flow (vph)	47	403	183	0	313	19
Confl. Peds. (#/hr)	5			5		
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	19%	1%	3%	4%	1%	5%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	45.6	39.7	48.3		29.9	29.9
Effective Green, g (s)	45.6	39.7	48.3		29.9	29.9
Actuated g/C Ratio	0.40	0.35	0.43		0.27	0.27
Clearance Time (s)	4.5	4.5	4.5		4.5	4.5
Vehicle Extension (s)	2.5	3.0	3.0		2.5	2.5
Lane Grp Cap (vph)	434	663	747		474	408
v/s Ratio Prot	c0.01	c0.21	c0.11		c0.18	
v/s Ratio Perm	0.04					0.01
v/c Ratio	0.11	0.61	0.25		0.66	0.05
Uniform Delay, d1	20.6	30.1	20.6		36.9	30.8
Progression Factor	1.00	1.00	0.33		1.00	1.00
Incremental Delay, d2	0.1	1.6	0.2		3.1	0.0
Delay (s)	20.7	31.7	6.9		40.0	30.8
Level of Service	C	C	A		D	C
Approach Delay (s)		30.5	6.9		38.6	
Approach LOS		C	A		D	

Intersection Summary			
HCM Average Control Delay	29.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	112.7	Sum of lost time (s)	33.1
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	338	219	162	112	0	43	3	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5			4.5	4.5			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frpb, ped/bikes		0.98		1.00	1.00			1.00	0.96			
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00			
Frt		0.95		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.96	1.00			
Satd. Flow (prot)		1745		1701	1792			1704	1524			
Flt Permitted		1.00		0.29	1.00			0.96	1.00			
Satd. Flow (perm)		1745		516	1792			1704	1524			
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	1	433	281	208	144	0	55	4	142	0	0	0
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	129	0	0	0
Lane Group Flow (vph)	0	705	0	208	144	0	0	59	13	0	0	0
Confl. Peds. (#/hr)	4		8	8		4	6		3	3		6
Confl. Bikes (#/hr)			4			2			2			
Heavy Vehicles (%)	0%	2%	0%	6%	6%	0%	7%	0%	2%	0%	0%	0%
Turn Type	Perm			pm+pt			Split		Perm			
Protected Phases		2 4		1	6		8	8				
Permitted Phases	2 4			6					8			
Actuated Green, G (s)		74.1		58.7	48.3			10.6	10.6			
Effective Green, g (s)		74.1		58.7	48.3			10.6	10.6			
Actuated g/C Ratio		0.66		0.52	0.43			0.09	0.09			
Clearance Time (s)				4.5	4.5			4.5	4.5			
Vehicle Extension (s)				3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		1147		421	768			160	143			
v/s Ratio Prot				c0.06	0.08			c0.03				
v/s Ratio Perm		0.40		0.19					0.01			
v/c Ratio		0.61		0.49	0.19			0.37	0.09			
Uniform Delay, d1		11.1		16.4	20.0			47.9	46.7			
Progression Factor		0.10		1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.9		0.9	0.1			1.4	0.3			
Delay (s)		2.0		17.3	20.1			49.3	46.9			
Level of Service		A		B	C			D	D			
Approach Delay (s)		2.0			18.5			47.6			0.0	
Approach LOS		A			B			D			A	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	112.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	445	15	246	283	9	1	5	68	1	9	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	6	543	18	300	345	11	1	6	83	1	11	11
Pedestrians		2			1						7	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			0						1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					313							
pX, platoon unblocked												
vC, conflicting volume	363			561			1528	1527	553	1609	1531	360
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	363			561			1528	1527	553	1609	1531	360
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			70			98	93	84	98	87	98
cM capacity (veh/h)	1200			1015			66	83	530	52	82	684

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	567	300	356	90	23
Volume Left	6	300	0	1	1
Volume Right	18	0	11	83	11
cSH	1200	1015	1700	363	134
Volume to Capacity	0.01	0.30	0.21	0.25	0.17
Queue Length 95th (ft)	0	31	0	24	15
Control Delay (s)	0.1	10.0	0.0	18.2	37.4
Lane LOS	A	B		C	E
Approach Delay (s)	0.1	4.6		18.2	37.4
Approach LOS				C	E

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	355	66	0	341	19	17	32	8	56	115	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	0.99		1.00	0.88	
Flpb, ped/bikes	1.00	1.00			1.00		0.99	1.00		0.98	1.00	
Frt	1.00	0.98			0.99		1.00	0.97		1.00	0.91	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1786	1809			1831		1591	1696		1772	1492	
Flt Permitted	0.20	1.00			1.00		0.37	1.00		0.66	1.00	
Satd. Flow (perm)	373	1809			1831		623	1696		1234	1492	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	110	433	80	0	416	23	21	39	10	68	140	240
RTOR Reduction (vph)	0	8	0	0	2	0	0	7	0	0	58	0
Lane Group Flow (vph)	110	505	0	0	437	0	21	42	0	68	322	0
Confl. Peds. (#/hr)	7		3	3		7	45		16	16		45
Confl. Bikes (#/hr)			2			7			8			89
Heavy Vehicles (%)	1%	2%	3%	0%	3%	0%	12%	6%	12%	0%	1%	2%
Turn Type	pm+pt			Perm			pm+pt			pm+pt		
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	31.0	31.0			20.7		21.9	19.8		25.7	21.7	
Effective Green, g (s)	31.0	31.0			20.7		21.9	19.8		25.7	21.7	
Actuated g/C Ratio	0.45	0.45			0.30		0.32	0.29		0.38	0.32	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	289	821			555		230	492		496	474	
v/s Ratio Prot	0.03	c0.28			c0.24		0.00	0.02		c0.01	c0.22	
v/s Ratio Perm	0.14						0.03			0.04		
v/c Ratio	0.38	0.62			0.79		0.09	0.09		0.14	0.68	
Uniform Delay, d1	12.8	14.1			21.8		16.2	17.7		13.8	20.3	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	1.2			7.0		0.1	0.1		0.1	3.5	
Delay (s)	13.4	15.3			28.8		16.4	17.7		13.9	23.8	
Level of Service	B	B			C		B	B		B	C	
Approach Delay (s)		15.0			28.8			17.3			22.3	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	22	5	9	6	6	4	83	45	31	224	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	9	30	7	12	8	8	5	112	61	42	303	30
Pedestrians		69			35			52			20	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		6			3			4			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	656	689	439	663	674	198	401			208		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	656	689	439	663	674	198	401			208		
tC, single (s)	7.4	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	91	99	96	98	99	100			97		
cM capacity (veh/h)	282	327	561	293	334	810	1101			1335		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	28	178	374
Volume Left	9	12	5	42
Volume Right	7	8	61	30
cSH	337	375	1101	1335
Volume to Capacity	0.14	0.08	0.00	0.03
Queue Length 95th (ft)	12	6	0	2
Control Delay (s)	17.4	15.4	0.3	1.1
Lane LOS	C	C	A	A
Approach Delay (s)	17.4	15.4	0.3	1.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	108	1	2	64	4	14	4	26	4	0	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2	130	1	2	77	5	17	5	31	5	0	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	134	84	53	12
Volume Left (vph)	2	2	17	5
Volume Right (vph)	1	5	31	7
Hadj (s)	0.05	0.10	-0.02	-0.28
Departure Headway (s)	4.2	4.3	4.4	4.2
Degree Utilization, x	0.16	0.10	0.06	0.01
Capacity (veh/h)	841	821	777	814
Control Delay (s)	8.0	7.8	7.7	7.2
Approach Delay (s)	8.0	7.8	7.7	7.2
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.8		
HCM Level of Service	A		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	89	30	59	60	7	0	2	12	7	10	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	16	113	38	75	76	9	0	3	15	9	13	14
Pedestrians		125			27			66			100	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		10			2			6			8	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	185			217			606	565	225	538	579	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	185			217			606	565	225	538	579	305
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.1	3.3
p0 queue free %	99			94			100	99	98	97	96	98
cM capacity (veh/h)	1285			1279			282	352	757	340	334	607

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	167	159	18	35
Volume Left	16	75	0	9
Volume Right	38	9	15	14
cSH	1285	1279	650	408
Volume to Capacity	0.01	0.06	0.03	0.09
Queue Length 95th (ft)	1	5	2	7
Control Delay (s)	0.9	4.0	10.7	14.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.9	4.0	10.7	14.7
Approach LOS			B	B

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	11	107	124	27	35	62
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	14	141	163	36	46	82

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	155	199	128
Volume Left (vph)	14	0	46
Volume Right (vph)	0	36	82
Hadj (s)	0.17	0.01	-0.25
Departure Headway (s)	4.6	4.4	4.5
Degree Utilization, x	0.20	0.24	0.16
Capacity (veh/h)	755	785	751
Control Delay (s)	8.7	8.8	8.3
Approach Delay (s)	8.7	8.8	8.3
Approach LOS	A	A	A

Intersection Summary			
Delay	8.6		
HCM Level of Service	A		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	76	51	60	113	1	70	42	29	5	116	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	0.95		1.00	1.00		1.00	1.00	0.93		0.98	
Flpb, ped/bikes	0.89	1.00		0.93	1.00		0.86	1.00	1.00		1.00	
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1612	1552		1643	1773		1491	1863	1283		1793	
Flt Permitted	0.66	1.00		0.64	1.00		0.63	1.00	1.00		0.99	
Satd. Flow (perm)	1117	1552		1107	1773		986	1863	1283		1787	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	3	99	66	78	147	1	91	55	38	6	151	14
RTOR Reduction (vph)	0	26	0	0	1	0	0	0	20	0	3	0
Lane Group Flow (vph)	3	139	0	78	147	0	91	55	18	0	168	0
Confl. Peds. (#/hr)	40		28	28		40	64		15	15		64
Confl. Bikes (#/hr)			12			47			2			34
Heavy Vehicles (%)	0%	16%	0%	2%	7%	0%	4%	2%	17%	40%	1%	0%
Turn Type	Perm			Perm			Perm		custom	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		2	8		
Actuated Green, G (s)	45.0	45.0		45.0	45.0		40.0	40.0	45.0		40.0	
Effective Green, g (s)	45.0	45.0		45.0	45.0		40.0	40.0	45.0		40.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.43	0.43	0.48		0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2		0.2	
Lane Grp Cap (vph)	540	751		536	858		424	801	621		769	
v/s Ratio Prot		c0.09			0.08			0.03				
v/s Ratio Perm	0.00			0.07			0.09		0.01		c0.09	
v/c Ratio	0.01	0.19		0.15	0.17		0.21	0.07	0.03		0.22	
Uniform Delay, d1	12.4	13.6		13.3	13.5		16.6	15.6	12.6		16.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.5		0.0	0.0		1.2	0.2	0.1		0.1	
Delay (s)	12.4	14.2		13.4	13.5		17.8	15.7	12.7		16.7	
Level of Service	B	B		B	B		B	B	B		B	
Approach Delay (s)		14.1			13.5			16.1			16.7	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	93.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	4	5	3	2	6	16	195	67	25	286	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	1	5	6	4	3	8	21	253	87	32	371	27
Pedestrians		2			18			13			58	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	857	852	400	828	822	373	401			358		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	857	852	400	828	822	373	401			358		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	99	98	99	99	99	99	98			97		
cM capacity (veh/h)	248	281	646	265	292	635	1135			1193		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	14	361	431
Volume Left	1	4	21	32
Volume Right	6	8	87	27
cSH	384	398	1135	1193
Volume to Capacity	0.03	0.04	0.02	0.03
Queue Length 95th (ft)	3	3	1	2
Control Delay (s)	14.7	14.4	0.7	0.9
Lane LOS	B	B	A	A
Approach Delay (s)	14.7	14.4	0.7	0.9
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	1	8	3	9	31	283	16	28	234	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	5	0	1	10	4	12	40	368	21	36	304	27
Pedestrians					13			33			10	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					1			3			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	872	872	351	896	875	401	331			401		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	872	872	351	896	875	401	331			401		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.6	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.7	2.2			2.2		
p0 queue free %	98	100	100	95	99	98	97			97		
cM capacity (veh/h)	248	270	678	227	269	556	1240			1156		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	6	26	429	368
Volume Left	5	10	40	36
Volume Right	1	12	21	27
cSH	284	320	1240	1156
Volume to Capacity	0.02	0.08	0.03	0.03
Queue Length 95th (ft)	2	7	3	2
Control Delay (s)	18.0	17.3	1.1	1.1
Lane LOS	C	C	A	A
Approach Delay (s)	18.0	17.3	1.1	1.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	10	4	26	24	11	16	119	16	9	165	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.89		1.00	1.00	0.85	1.00	0.99		1.00	0.96	
Flpb, ped/bikes	0.88	1.00		0.62	1.00	1.00	0.88	1.00		0.96	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1595	1420		999	1759	1257	1058	1706		1733	1719	
Flt Permitted	0.74	1.00		0.75	1.00	1.00	0.59	1.00		0.64	1.00	
Satd. Flow (perm)	1236	1420		784	1759	1257	652	1706		1174	1719	
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	28	13	5	35	32	15	21	159	21	12	220	55
RTOR Reduction (vph)	0	3	0	0	0	10	0	9	0	0	17	0
Lane Group Flow (vph)	28	15	0	35	32	5	21	171	0	12	258	0
Confl. Peds. (#/hr)	89		285	285		89	156		45	45		156
Confl. Bikes (#/hr)			2			14			13			4
Heavy Vehicles (%)	0%	0%	50%	12%	8%	9%	50%	7%	19%	0%	0%	15%
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2		2	4			8		
Actuated Green, G (s)	15.0	15.0		15.0	15.0	15.0	18.0	18.0		18.0	18.0	
Effective Green, g (s)	15.0	15.0		15.0	15.0	15.0	18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.37	0.37		0.37	0.37	0.37	0.44	0.44		0.44	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	452	520		287	644	460	286	749		515	755	
v/s Ratio Prot		0.01			0.02			0.10			c0.15	
v/s Ratio Perm	0.02			c0.04		0.00	0.03			0.01		
v/c Ratio	0.06	0.03		0.12	0.05	0.01	0.07	0.23		0.02	0.34	
Uniform Delay, d1	8.4	8.3		8.6	8.4	8.3	6.7	7.2		6.5	7.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.0		0.1	0.0	0.0	0.0	0.1		0.0	0.1	
Delay (s)	8.5	8.3		8.7	8.4	8.3	6.7	7.2		6.5	7.7	
Level of Service	A	A		A	A	A	A	A		A	A	
Approach Delay (s)		8.4			8.5			7.2			7.6	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	41.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	24	6	71	86	9	18	78	36	3	88	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	3	32	8	95	115	12	24	104	48	4	117	25
Pedestrians		25			9			42			13	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			1			4			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		959			591							
pX, platoon unblocked												
vC, conflicting volume	140			82			502	412	87	473	410	159
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			82			502	412	87	473	410	159
tC, single (s)	4.1			4.1			7.7	6.7	6.2	7.1	6.6	6.6
tC, 2 stage (s)												
tF (s)	2.2			2.2			4.0	4.2	3.3	3.5	4.1	3.7
p0 queue free %	100			94			91	77	95	99	75	97
cM capacity (veh/h)	1440			1475			268	452	936	356	461	767

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	43	221	176	147
Volume Left	3	95	24	4
Volume Right	8	12	48	25
cSH	1440	1475	475	491
Volume to Capacity	0.00	0.06	0.37	0.30
Queue Length 95th (ft)	0	5	42	31
Control Delay (s)	0.5	3.6	17.0	15.4
Lane LOS	A	A	C	C
Approach Delay (s)	0.5	3.6	17.0	15.4
Approach LOS			C	C

Intersection Summary			
Average Delay	10.3		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	18	2	1	78	24	2	42	1	29	63	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	4.0
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frpb, ped/bikes		1.00			0.99			1.00			1.00	0.98
Flpb, ped/bikes		1.00			1.00			1.00			1.00	1.00
Frt		1.00			0.97			1.00			1.00	0.85
Flt Protected		0.97			1.00			1.00			0.98	1.00
Satd. Flow (prot)		1714			1677			1856			1816	1502
Flt Permitted		0.71			1.00			0.98			0.87	1.00
Satd. Flow (perm)		1262			1672			1815			1605	1502
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Adj. Flow (vph)	59	25	3	1	107	33	3	58	1	40	86	88
RTOR Reduction (vph)	0	2	0	0	24	0	0	1	0	0	0	65
Lane Group Flow (vph)	0	85	0	0	117	0	0	61	0	0	126	24
Confl. Peds. (#/hr)	5		16	16		5	4		1	1		4
Confl. Bikes (#/hr)			7			23			3			1
Heavy Vehicles (%)	7%	0%	50%	0%	4%	25%	0%	2%	0%	3%	3%	5%
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)		4.9			4.9			4.7			4.7	4.7
Effective Green, g (s)		4.9			4.9			4.7			4.7	4.7
Actuated g/C Ratio		0.28			0.28			0.27			0.27	0.27
Clearance Time (s)		4.0			4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		351			466			485			429	401
v/s Ratio Prot												
v/s Ratio Perm		0.07			c0.07			0.03			c0.08	0.02
v/c Ratio		0.24			0.25			0.13			0.29	0.06
Uniform Delay, d1		4.9			4.9			4.9			5.1	4.8
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		0.4			0.3			0.1			0.4	0.1
Delay (s)		5.3			5.2			5.0			5.5	4.9
Level of Service		A			A			A			A	A
Approach Delay (s)		5.3			5.2			5.0			5.2	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	17.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	74	10	7	87	10	11	84	11	17	158	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95			1.00	1.00
Frpb, ped/bikes	1.00	0.99			1.00	0.94		0.99			1.00	0.96
Flpb, ped/bikes	0.98	1.00			1.00	1.00		1.00			1.00	1.00
Frt	1.00	0.98			1.00	0.85		0.98			1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99			1.00	1.00
Satd. Flow (prot)	1676	1537			1769	1382		3245			1809	1538
Flt Permitted	0.68	1.00			0.98	1.00		0.92			0.97	1.00
Satd. Flow (perm)	1199	1537			1749	1382		3014			1762	1538
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	27	95	13	9	112	13	14	108	14	22	203	141
RTOR Reduction (vph)	0	5	0	0	0	7	0	8	0	0	0	76
Lane Group Flow (vph)	27	103	0	0	121	6	0	128	0	0	225	65
Confl. Peds. (#/hr)	20		12	12		20	7		19	19		7
Confl. Bikes (#/hr)			9			39			3			2
Heavy Vehicles (%)	5%	22%	10%	29%	5%	10%	27%	2%	36%	24%	2%	1%
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Actuated Green, G (s)	45.0	45.0			45.0	45.0		45.0			45.0	45.0
Effective Green, g (s)	45.0	45.0			45.0	45.0		45.0			45.0	45.0
Actuated g/C Ratio	0.46	0.46			0.46	0.46		0.46			0.46	0.46
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	551	706			803	635		1384			809	706
v/s Ratio Prot		0.07										
v/s Ratio Perm	0.02				c0.07	0.00		0.04			c0.13	0.04
v/c Ratio	0.05	0.15			0.15	0.01		0.09			0.28	0.09
Uniform Delay, d1	14.7	15.4			15.4	14.4		15.0			16.4	15.0
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.2	0.4			0.4	0.0		0.1			0.9	0.3
Delay (s)	14.8	15.8			15.8	14.4		15.1			17.3	15.2
Level of Service	B	B			B	B		B			B	B
Approach Delay (s)		15.6			15.7			15.1			16.5	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	98.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	16	48	32	4	27	45	34	112	2	43	104	5
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	21	64	43	5	36	60	45	149	3	57	139	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	128	101	197	203
Volume Left (vph)	21	5	45	57
Volume Right (vph)	43	60	3	7
Hadj (s)	-0.15	-0.34	0.11	0.19
Departure Headway (s)	4.9	4.7	4.9	4.9
Degree Utilization, x	0.17	0.13	0.27	0.28
Capacity (veh/h)	669	684	701	690
Control Delay (s)	8.9	8.5	9.6	9.8
Approach Delay (s)	8.9	8.5	9.6	9.8
Approach LOS	A	A	A	A

Intersection Summary			
Delay	9.3		
HCM Level of Service	A		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
117: Washington Way & 26th St

1/12/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	45	33	48	51	19	32	47	18	12	27	6
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	11	56	41	60	64	24	40	59	22	15	34	8

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	109	148	40	81	15	41
Volume Left (vph)	11	60	40	0	15	0
Volume Right (vph)	41	24	0	23	0	8
Hadj (s)	-0.17	0.03	0.50	0.36	0.64	0.29
Departure Headway (s)	4.4	4.5	5.7	5.5	5.9	5.5
Degree Utilization, x	0.13	0.19	0.06	0.12	0.02	0.06
Capacity (veh/h)	785	756	603	618	575	613
Control Delay (s)	8.0	8.6	7.9	8.1	7.8	7.7
Approach Delay (s)	8.0	8.6	8.0		7.7	
Approach LOS	A	A	A		A	

Intersection Summary			
Delay	8.2		
HCM Level of Service	A		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	52	6	11	92	9	6	0	18	3	0	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	16	63	7	13	112	11	7	0	22	4	0	23
Pedestrians					178			60			22	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					15			5			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	145			131			326	331	305	465	329	140
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	145			131			326	331	305	465	329	140
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	96	99	100	97
cM capacity (veh/h)	1423			1394			545	541	598	384	542	897

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	87	137	29	27
Volume Left	16	13	7	4
Volume Right	7	11	22	23
cSH	1423	1394	584	759
Volume to Capacity	0.01	0.01	0.05	0.04
Queue Length 95th (ft)	1	1	4	3
Control Delay (s)	1.5	0.8	11.5	9.9
Lane LOS	A	A	B	A
Approach Delay (s)	1.5	0.8	11.5	9.9
Approach LOS			B	A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	51	15	33	219	114	77
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	66	19	43	284	148	100

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	66	19	43	284	148	100
Volume Left (vph)	66	0	43	0	0	0
Volume Right (vph)	0	19	0	0	0	100
Hadj (s)	0.53	-0.58	0.55	0.14	0.10	-0.63
Departure Headway (s)	6.3	5.2	5.5	5.1	5.2	4.4
Degree Utilization, x	0.12	0.03	0.07	0.40	0.21	0.12
Capacity (veh/h)	524	627	630	688	674	783
Control Delay (s)	9.0	7.2	7.7	10.4	8.4	6.9
Approach Delay (s)	8.6		10.0		7.8	
Approach LOS	A		B		A	

Intersection Summary			
Delay	9.0		
HCM Level of Service	A		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	8	31	0	9	5	160	101	35	151	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	3	0	11	41	0	12	7	211	133	46	199	9
Pedestrians		88			112						83	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		7			9						7	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											730	
pX, platoon unblocked												
vC, conflicting volume	768	852	291	708	790	472	296			455		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	768	852	291	708	790	472	296			455		
tC, single (s)	7.6	6.5	6.5	7.2	6.5	6.2	4.5			4.1		
tC, 2 stage (s)												
tF (s)	4.0	4.0	3.5	3.6	4.0	3.3	2.6			2.2		
p0 queue free %	99	100	98	84	100	98	99			95		
cM capacity (veh/h)	189	238	645	252	259	503	998			1012		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	53	350	254
Volume Left	3	41	7	46
Volume Right	11	12	133	9
cSH	436	284	998	1012
Volume to Capacity	0.03	0.19	0.01	0.05
Queue Length 95th (ft)	2	17	0	4
Control Delay (s)	13.5	20.5	0.2	2.0
Lane LOS	B	C	A	A
Approach Delay (s)	13.5	20.5	0.2	2.0
Approach LOS	B	C		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	395	19	28	71	69	23	204	67	38	78	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0		4.5	5.0			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98			0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.93			0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1761	1814		1685	1653			1713		1714	1667	
Flt Permitted	0.53	1.00		0.40	1.00			0.97		0.38	1.00	
Satd. Flow (perm)	979	1814		712	1653			1665		678	1667	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	216	513	25	36	92	90	30	265	87	49	101	65
RTOR Reduction (vph)	0	1	0	0	32	0	0	10	0	0	21	0
Lane Group Flow (vph)	216	537	0	36	150	0	0	372	0	49	145	0
Confl. Peds. (#/hr)	7		3	3		7	2		4	4		2
Confl. Bikes (#/hr)			5			2			23			1
Heavy Vehicles (%)	2%	3%	21%	7%	6%	3%	26%	5%	1%	5%	9%	2%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.8	31.1		25.8	22.6			21.6		21.6	21.6	
Effective Green, g (s)	38.8	31.1		25.8	22.6			21.6		21.6	21.6	
Actuated g/C Ratio	0.56	0.44		0.37	0.32			0.31		0.31	0.31	
Clearance Time (s)	4.5	5.0		4.5	5.0			4.5		4.5	4.5	
Vehicle Extension (s)	2.5	4.6		2.5	4.6			2.5		2.5	2.5	
Lane Grp Cap (vph)	674	807		307	534			515		210	515	
v/s Ratio Prot	c0.05	c0.30		0.01	0.09						0.09	
v/s Ratio Perm	0.12			0.04				c0.22		0.07		
v/c Ratio	0.32	0.67		0.12	0.28			0.72		0.23	0.28	
Uniform Delay, d1	8.1	15.3		14.3	17.6			21.5		18.0	18.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.2	2.5		0.1	0.5			4.7		0.4	0.2	
Delay (s)	8.3	17.8		14.4	18.1			26.2		18.4	18.5	
Level of Service	A	B		B	B			C		B	B	
Approach Delay (s)		15.1			17.5			26.2			18.5	
Approach LOS		B			B			C			B	

Intersection Summary			
HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	69.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	112	401	157	185	30	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	156	557	218	257	42	18
Pedestrians					4	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1309				
pX, platoon unblocked					0.97	
vC, conflicting volume	479				1219	351
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	479				1209	351
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	86				74	97
cM capacity (veh/h)	1085				163	677

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	156	557	475	42	18
Volume Left	156	0	0	42	0
Volume Right	0	0	257	0	18
cSH	1085	1700	1700	163	677
Volume to Capacity	0.14	0.33	0.28	0.26	0.03
Queue Length 95th (ft)	12	0	0	24	2
Control Delay (s)	8.9	0.0	0.0	34.5	10.5
Lane LOS	A			D	B
Approach Delay (s)	1.9		0.0	27.2	
Approach LOS				D	

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	359	11	16	308	84	118	68	42	29	12	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0		4.5	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.95		1.00	1.00	0.93
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.97		1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1529	1854		1611	1777		1805	1682		1456	1759	1504
Flt Permitted	0.25	1.00		0.32	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	396	1854		539	1777		1805	1682		1456	1759	1504
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Adj. Flow (vph)	38	492	15	22	422	115	162	93	58	40	16	12
RTOR Reduction (vph)	0	1	0	0	8	0	0	19	0	0	0	10
Lane Group Flow (vph)	38	506	0	22	529	0	162	132	0	40	16	2
Confl. Peds. (#/hr)	7		2	2		7	23		41	41		23
Confl. Bikes (#/hr)			5			4			38			4
Heavy Vehicles (%)	18%	2%	0%	12%	3%	2%	0%	0%	2%	24%	8%	0%
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Actuated Green, G (s)	35.1	31.9		32.3	30.5		13.3	19.0		4.0	9.7	9.7
Effective Green, g (s)	35.1	31.9		32.3	30.5		13.3	19.0		4.0	9.7	9.7
Actuated g/C Ratio	0.47	0.43		0.44	0.41		0.18	0.26		0.05	0.13	0.13
Clearance Time (s)	4.5	5.0		4.5	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	236	797		261	730		324	431		78	230	197
v/s Ratio Prot	c0.01	0.27		0.00	c0.30		c0.09	c0.08		0.03	0.01	
v/s Ratio Perm	0.07			0.03								0.00
v/c Ratio	0.16	0.64		0.08	0.73		0.50	0.31		0.51	0.07	0.01
Uniform Delay, d1	12.2	16.6		12.7	18.3		27.5	22.3		34.2	28.3	28.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	1.5		0.1	3.4		0.9	0.3		4.2	0.1	0.0
Delay (s)	12.4	18.0		12.8	21.7		28.3	22.6		38.3	28.4	28.1
Level of Service	B	B		B	C		C	C		D	C	C
Approach Delay (s)		17.7			21.4			25.6			34.2	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	416	422	85	21	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	43	540	548	110	27	12
Pedestrians		10			16	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		1			1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		564	1088			
pX, platoon unblocked	0.78				0.89	0.78
vC, conflicting volume	674				1245	629
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	447				668	389
tC, single (s)	4.1				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.4
p0 queue free %	95				92	98
cM capacity (veh/h)	869				344	491

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	583	658	39
Volume Left	43	0	27
Volume Right	0	110	12
cSH	869	1700	378
Volume to Capacity	0.05	0.39	0.10
Queue Length 95th (ft)	4	0	9
Control Delay (s)	1.3	0.0	15.6
Lane LOS	A		C
Approach Delay (s)	1.3	0.0	15.6
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	293	22	43	408	41	97	141	60	14	52	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.93		1.00	0.92	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.96		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1597	1838		1805	1777		1805	1620		1687	1502	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1597	1838		1805	1777		1805	1620		1687	1502	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	84	396	30	58	551	55	131	191	81	19	70	51
RTOR Reduction (vph)	0	2	0	0	4	0	0	13	0	0	24	0
Lane Group Flow (vph)	84	424	0	58	602	0	131	259	0	19	97	0
Confl. Peds. (#/hr)	44		12	12		44	71		68	68		71
Confl. Bikes (#/hr)			7			20			51			3
Heavy Vehicles (%)	13%	2%	0%	0%	3%	15%	0%	4%	5%	7%	10%	8%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	6.9	34.5		5.4	33.0		8.0	22.7		2.0	16.7	
Effective Green, g (s)	6.9	34.5		5.4	33.0		8.0	22.7		2.0	16.7	
Actuated g/C Ratio	0.09	0.43		0.07	0.41		0.10	0.29		0.03	0.21	
Clearance Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	138	797		122	737		181	462		42	315	
v/s Ratio Prot	c0.05	0.23		0.03	c0.34		c0.07	c0.16		0.01	0.06	
v/s Ratio Perm												
v/c Ratio	0.61	0.53		0.48	0.82		0.72	0.56		0.45	0.31	
Uniform Delay, d1	35.0	16.6		35.7	20.6		34.7	24.2		38.3	26.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.1	0.7		1.1	7.0		11.5	1.6		2.8	0.6	
Delay (s)	40.2	17.3		36.8	27.6		46.2	25.8		41.1	27.1	
Level of Service	D	B		D	C		D	C		D	C	
Approach Delay (s)		21.1			28.4			32.4			29.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	27.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	11.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	647	9	112	473	129	4	125	103	34	78	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0	6.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.96		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1743	1429	1736	1624	1468	1791	1677		1522	1780	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.69	1.00		0.31	1.00	
Satd. Flow (perm)	1805	1743	1429	1736	1624	1468	1298	1677		489	1780	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	30	744	10	129	544	148	5	144	118	39	90	11
RTOR Reduction (vph)	0	0	1	0	0	30	0	24	0	0	3	0
Lane Group Flow (vph)	30	744	9	129	544	118	5	238	0	39	98	0
Confl. Peds. (#/hr)			37	37			5		5	5		5
Confl. Bikes (#/hr)									28			1
Heavy Vehicles (%)	0%	9%	0%	4%	17%	10%	0%	3%	0%	18%	4%	10%
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	4.4	57.4	57.4	12.7	65.7	65.7	19.6	19.6		19.6	19.6	
Effective Green, g (s)	4.4	57.4	57.4	12.7	65.7	65.7	19.6	19.6		19.6	19.6	
Actuated g/C Ratio	0.04	0.55	0.55	0.12	0.62	0.62	0.19	0.19		0.19	0.19	
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	5.2	5.2	2.5	5.2	5.2	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	75	951	780	210	1014	917	242	312		91	332	
v/s Ratio Prot	0.02	c0.43		c0.07	0.33			c0.14			0.05	
v/s Ratio Perm			0.01			0.08	0.00			0.08		
v/c Ratio	0.40	0.78	0.01	0.61	0.54	0.13	0.02	0.76		0.43	0.29	
Uniform Delay, d1	49.1	18.9	10.9	43.9	11.2	8.1	35.0	40.6		37.8	36.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.5	5.0	0.0	4.5	1.1	0.1	0.0	10.2		2.4	0.4	
Delay (s)	51.6	23.9	10.9	48.4	12.2	8.2	35.0	50.8		40.2	37.2	
Level of Service	D	C	B	D	B	A	C	D		D	D	
Approach Delay (s)		24.8			17.2			50.5			38.0	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	105.2	Sum of lost time (s)	15.5
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	751	1	19	731	166	1	35	72	27	8	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	7.0	6.0	6.0		7.0			7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98		0.93			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.91			0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.97	
Satd. Flow (prot)	1805	1759	1577	1719	1681	1581		1598			1600	
Flt Permitted	0.27	1.00	1.00	0.16	1.00	1.00		1.00			0.72	
Satd. Flow (perm)	516	1759	1577	283	1681	1581		1594			1182	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	27	853	1	22	831	189	1	40	82	31	9	7
RTOR Reduction (vph)	0	0	0	0	0	30	0	67	0	0	6	0
Lane Group Flow (vph)	27	853	1	22	831	159	0	56	0	0	41	0
Confl. Peds. (#/hr)			1	1			3					3
Confl. Bikes (#/hr)						2			25			2
Heavy Vehicles (%)	0%	8%	0%	5%	13%	0%	0%	3%	0%	11%	12%	17%
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	58.9	58.9	58.9	58.9	58.9	58.9		10.7			10.7	
Effective Green, g (s)	58.9	58.9	58.9	58.9	58.9	58.9		10.7			10.7	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64		0.12			0.12	
Clearance Time (s)	7.0	6.0	6.0	7.0	6.0	6.0		7.0			7.0	
Vehicle Extension (s)	2.5	5.2	5.2	2.5	5.2	5.2		2.5			2.5	
Lane Grp Cap (vph)	365	1125	1009	220	1075	1011		185			137	
v/s Ratio Prot	0.00	c0.48		0.00	c0.49							
v/s Ratio Perm	0.05		0.00	0.06		0.10		c0.04			0.03	
v/c Ratio	0.07	0.76	0.00	0.10	0.77	0.16		0.30			0.30	
Uniform Delay, d1	12.1	11.6	6.0	11.4	11.8	6.7		37.3			37.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.1	3.6	0.0	0.1	4.2	0.2		0.7			0.9	
Delay (s)	12.1	15.2	6.0	11.6	16.0	6.8		37.9			38.2	
Level of Service	B	B	A	B	B	A		D			D	
Approach Delay (s)		15.1			14.3			37.9			38.2	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	92.1	Sum of lost time (s)	13.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	713	98	4	779	211	102	44	5	25	23	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7		4.0			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00	1.00		1.00			0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		0.99			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.98	
Satd. Flow (prot)	1770	1759	1454	1805	1696	1599		1744			1685	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.74			0.87	
Satd. Flow (perm)	1770	1759	1454	1805	1696	1599		1333			1496	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	72	820	113	5	895	243	117	51	6	29	26	25
RTOR Reduction (vph)	0	0	17	0	0	50	0	1	0	0	13	0
Lane Group Flow (vph)	72	820	96	5	895	193	0	173	0	0	67	0
Confl. Peds. (#/hr)			14	14			8		7	7		8
Confl. Bikes (#/hr)									35			1
Heavy Vehicles (%)	2%	8%	4%	0%	12%	1%	3%	5%	0%	4%	9%	0%
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	7.9	75.6	75.6	1.1	68.8	68.8		18.5			18.5	
Effective Green, g (s)	7.9	75.6	75.6	1.1	68.8	68.8		18.5			18.5	
Actuated g/C Ratio	0.07	0.69	0.69	0.01	0.63	0.63		0.17			0.17	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7		4.0			4.0	
Vehicle Extension (s)	2.5	5.2	5.2	2.5	5.2	5.2		2.5			2.5	
Lane Grp Cap (vph)	128	1221	1009	18	1071	1010		226			254	
v/s Ratio Prot	c0.04	0.47		0.00	c0.53							
v/s Ratio Perm			0.07			0.12		c0.13			0.04	
v/c Ratio	0.56	0.67	0.09	0.28	0.84	0.19		0.77			0.26	
Uniform Delay, d1	48.8	9.5	5.4	53.5	15.6	8.4		43.1			39.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	4.5	2.0	0.1	6.0	6.5	0.2		13.8			0.4	
Delay (s)	53.4	11.5	5.5	59.5	22.1	8.6		56.9			39.7	
Level of Service	D	B	A	E	C	A		E			D	
Approach Delay (s)		13.8			19.4			56.9			39.7	
Approach LOS		B			B			E			D	

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	108.9	Sum of lost time (s)	13.7
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	22	1	4	104	0	14	0	16	4	3	17
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	3	31	1	6	146	0	20	0	23	6	4	24
Pedestrians		6			4			16			30	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			3	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	176			48			243	241	52	252	242	182
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	176			48			243	241	52	252	242	182
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			100			97	100	98	99	99	97
cM capacity (veh/h)	1377			1551			629	635	1005	648	634	810

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	35	152	42	34
Volume Left	3	6	20	6
Volume Right	1	0	23	24
cSH	1377	1551	786	753
Volume to Capacity	0.00	0.00	0.05	0.04
Queue Length 95th (ft)	0	0	4	4
Control Delay (s)	0.6	0.3	9.8	10.0
Lane LOS	A	A	A	B
Approach Delay (s)	0.6	0.3	9.8	10.0
Approach LOS			A	B

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	19	4	14	27	8	18	110	31	8	52	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	22	28	6	21	40	12	26	162	46	12	76	96
Pedestrians		4			9			13			32	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			3	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											378	
pX, platoon unblocked												
vC, conflicting volume	453	421	141	427	446	226	176			216		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	453	421	141	427	446	226	176			216		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	95	94	99	96	92	98	98			99		
cM capacity (veh/h)	453	507	899	491	491	763	1408			1355		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	56	72	234	184
Volume Left	22	21	26	12
Volume Right	6	12	46	96
cSH	506	521	1408	1355
Volume to Capacity	0.11	0.14	0.02	0.01
Queue Length 95th (ft)	9	12	1	1
Control Delay (s)	13.0	13.0	1.0	0.6
Lane LOS	B	B	A	A
Approach Delay (s)	13.0	13.0	1.0	0.6
Approach LOS	B	B		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	380	534	17	1	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	18	500	703	22	1	16
Pedestrians		95	6		58	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		8	1		5	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			246			
pX, platoon unblocked	0.70				0.70	0.70
vC, conflicting volume	783				1315	867
vC1, stage 1 conf vol					772	
vC2, stage 2 conf vol					543	
vCu, unblocked vol	475				1235	595
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	95
cM capacity (veh/h)	731				353	311

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	18	500	725	17
Volume Left	18	0	0	1
Volume Right	0	0	22	16
cSH	731	1700	1700	314
Volume to Capacity	0.03	0.29	0.43	0.05
Queue Length 95th (ft)	2	0	0	4
Control Delay (s)	10.1	0.0	0.0	17.1
Lane LOS	B			C
Approach Delay (s)	0.4		0.0	17.1
Approach LOS				C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	32	339	480	18	1	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	42	446	632	24	1	11
Pedestrians		1			20	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		547				
pX, platoon unblocked					0.84	
vC, conflicting volume	675				1194	664
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	675				1137	664
tC, single (s)	4.1				6.4	6.5
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.5
p0 queue free %	95				99	97
cM capacity (veh/h)	896				178	415

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	488	655	12
Volume Left	42	0	1
Volume Right	0	24	11
cSH	896	1700	362
Volume to Capacity	0.05	0.39	0.03
Queue Length 95th (ft)	4	0	3
Control Delay (s)	1.3	0.0	15.3
Lane LOS	A		C
Approach Delay (s)	1.3	0.0	15.3
Approach LOS			C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	104	234	4	0	444	40	2	4	3	3	2	56
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	142	321	5	0	608	55	3	5	4	4	3	77
Pedestrians		13			10			1			23	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		778										
pX, platoon unblocked				0.88			0.88	0.88	0.88	0.88	0.88	
vC, conflicting volume	686			327			1336	1295	334	1284	1271	672
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	686			172			1314	1268	180	1255	1240	672
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	84			100			97	96	99	96	98	82
cM capacity (veh/h)	881			1251			83	123	759	107	128	437

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	468	663	12	84
Volume Left	142	0	3	4
Volume Right	5	55	4	77
cSH	881	1251	149	355
Volume to Capacity	0.16	0.00	0.08	0.24
Queue Length 95th (ft)	14	0	7	22
Control Delay (s)	4.4	0.0	31.3	18.2
Lane LOS	A		D	C
Approach Delay (s)	4.4	0.0	31.3	18.2
Approach LOS			D	C

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	46	171	304	204	104	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1804	1900	1758		1752	1615
Flt Permitted	0.24	1.00	1.00		0.95	1.00
Satd. Flow (perm)	463	1900	1758		1752	1615
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	52	194	345	232	118	111
RTOR Reduction (vph)	0	0	13	0	0	96
Lane Group Flow (vph)	52	194	564	0	118	15
Confl. Peds. (#/hr)	2			2		
Confl. Bikes (#/hr)				4		
Heavy Vehicles (%)	0%	0%	1%	1%	3%	0%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	40.6	34.7	41.7		13.7	13.7
Effective Green, g (s)	40.6	34.7	41.7		13.7	13.7
Actuated g/C Ratio	0.41	0.35	0.42		0.14	0.14
Clearance Time (s)	4.5	4.5	4.5		4.5	4.5
Vehicle Extension (s)	2.5	3.0	3.0		2.5	2.5
Lane Grp Cap (vph)	268	663	737		241	222
v/s Ratio Prot	c0.01	0.10	c0.32		c0.07	
v/s Ratio Perm	0.07					0.01
v/c Ratio	0.19	0.29	0.77		0.49	0.07
Uniform Delay, d1	19.3	23.5	24.7		39.7	37.3
Progression Factor	1.00	1.00	0.73		1.00	1.00
Incremental Delay, d2	0.3	0.2	4.6		1.1	0.1
Delay (s)	19.5	23.7	22.6		40.8	37.4
Level of Service	B	C	C		D	D
Approach Delay (s)		22.9	22.6		39.2	
Approach LOS		C	C		D	

Intersection Summary			
HCM Average Control Delay	26.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	38.2
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	206	72	178	303	2	196	7	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5			4.5	4.5			
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00			
Frpb, ped/bikes		0.99		1.00	1.00			1.00	0.95			
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00			
Frt		0.97		1.00	1.00			1.00	0.85			
Flt Protected		1.00		0.95	1.00			0.95	1.00			
Satd. Flow (prot)		1793		1787	1879			1795	1533			
Flt Permitted		1.00		0.44	1.00			0.95	1.00			
Satd. Flow (perm)		1793		824	1879			1795	1533			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	224	78	193	329	2	213	8	250	0	0	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	199	0	0	0
Lane Group Flow (vph)	0	295	0	193	331	0	0	221	51	0	0	0
Confl. Peds. (#/hr)	6					6	1		5	5		1
Confl. Bikes (#/hr)			1			1			9			
Heavy Vehicles (%)	0%	2%	1%	1%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm			pm+pt			Split		Perm			
Protected Phases		2 4		1	6		8	8				
Permitted Phases	2 4			6					8			
Actuated Green, G (s)		52.9		52.1	41.7			20.2	20.2			
Effective Green, g (s)		52.9		52.1	41.7			20.2	20.2			
Actuated g/C Ratio		0.53		0.52	0.42			0.20	0.20			
Clearance Time (s)				4.5	4.5			4.5	4.5			
Vehicle Extension (s)				3.0	3.0			3.0	3.0			
Lane Grp Cap (vph)		953		556	787			364	311			
v/s Ratio Prot		c0.16		c0.04	c0.18			c0.12				
v/s Ratio Perm				0.14					0.03			
v/c Ratio		0.31		0.35	0.42			0.61	0.16			
Uniform Delay, d1		13.1		13.2	20.4			36.0	32.7			
Progression Factor		0.04		1.00	1.00			1.00	1.00			
Incremental Delay, d2		0.2		0.4	0.4			2.9	0.2			
Delay (s)		0.7		13.6	20.7			38.9	32.9			
Level of Service		A		B	C			D	C			
Approach Delay (s)		0.7			18.1			35.7			0.0	
Approach LOS		A			B			D			A	

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	452	9	159	479	9	10	16	238	6	5	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	491	10	173	521	10	11	17	259	7	5	9
Pedestrians					5			2			2	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					313							
pX, platoon unblocked	0.80						0.80	0.80		0.80	0.80	0.80
vC, conflicting volume	532			503			1393	1394	503	1659	1394	528
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	294			503			1367	1367	503	1698	1367	288
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			84			87	82	55	73	94	99
cM capacity (veh/h)	1024			1065			82	98	569	24	98	606

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	510	173	530	287	21
Volume Left	9	173	0	11	7
Volume Right	10	0	10	259	9
cSH	1024	1065	1700	376	61
Volume to Capacity	0.01	0.16	0.31	0.76	0.34
Queue Length 95th (ft)	1	14	0	155	31
Control Delay (s)	0.2	9.0	0.0	39.6	92.0
Lane LOS	A	A		E	F
Approach Delay (s)	0.2	2.2		39.6	92.0
Approach LOS				E	F

Intersection Summary			
Average Delay	9.8		
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	202	433	58	1	444	47	76	119	29	39	66	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99			1.00		1.00	0.97		1.00	0.89	
Flpb, ped/bikes	1.00	1.00			1.00		0.97	1.00		0.97	1.00	
Frt	1.00	0.98			0.99		1.00	0.97		1.00	0.90	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1850			1850		1679	1769		1751	1496	
Flt Permitted	0.24	1.00			1.00		0.44	1.00		0.66	1.00	
Satd. Flow (perm)	454	1850			1849		782	1769		1215	1496	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	210	451	60	1	462	49	79	124	30	41	69	135
RTOR Reduction (vph)	0	5	0	0	4	0	0	7	0	0	59	0
Lane Group Flow (vph)	210	506	0	0	508	0	79	147	0	41	145	0
Confl. Peds. (#/hr)	14		14	14		14	63		24	24		63
Confl. Bikes (#/hr)			5			2			71			19
Heavy Vehicles (%)	0%	0%	3%	0%	1%	0%	4%	1%	0%	0%	5%	0%
Turn Type	pm+pt			Perm			pm+pt			pm+pt		
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	43.6	43.6			28.4		28.1	21.6		22.5	18.8	
Effective Green, g (s)	43.6	43.6			28.4		28.1	21.6		22.5	18.8	
Actuated g/C Ratio	0.53	0.53			0.34		0.34	0.26		0.27	0.23	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	416	979			637		337	464		356	341	
v/s Ratio Prot	0.07	c0.27					c0.02	0.08		0.01	c0.10	
v/s Ratio Perm	0.20				c0.27		0.06			0.03		
v/c Ratio	0.50	0.52			0.80		0.23	0.32		0.12	0.43	
Uniform Delay, d1	13.4	12.6			24.4		19.0	24.5		22.3	27.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.3			6.7		0.3	0.3		0.1	0.6	
Delay (s)	14.2	12.9			31.1		19.3	24.8		22.4	27.8	
Level of Service	B	B			C		B	C		C	C	
Approach Delay (s)		13.3			31.1			22.9			26.9	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	22.5
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	19	14	31	26	10	2	284	63	17	198	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	21	15	34	28	11	2	309	68	18	215	12
Pedestrians		46			52			51			27	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			4			4			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	703	738	318	734	709	422	273			429		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	703	738	318	734	709	422	273			429		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	93	98	87	91	98	100			98		
cM capacity (veh/h)	283	314	670	266	326	595	1252			1092		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	48	73	379	246
Volume Left	12	34	2	18
Volume Right	15	11	68	12
cSH	366	315	1252	1092
Volume to Capacity	0.13	0.23	0.00	0.02
Queue Length 95th (ft)	11	22	0	1
Control Delay (s)	16.3	19.8	0.1	0.8
Lane LOS	C	C	A	A
Approach Delay (s)	16.3	19.8	0.1	0.8
Approach LOS	C	C		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	190	0	3	139	26	31	14	72	15	1	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	211	0	3	154	29	34	16	80	17	1	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	216	187	130	29
Volume Left (vph)	4	3	34	17
Volume Right (vph)	0	29	80	11
Hadj (s)	0.05	-0.03	-0.28	-0.12
Departure Headway (s)	4.6	4.5	4.6	4.9
Degree Utilization, x	0.27	0.23	0.17	0.04
Capacity (veh/h)	759	757	723	657
Control Delay (s)	9.3	8.9	8.5	8.1
Approach Delay (s)	9.3	8.9	8.5	8.1
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.9		
HCM Level of Service	A		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	207	34	59	124	38	11	7	56	30	18	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	33	244	40	69	146	45	13	8	66	35	21	44
Pedestrians		189			46			85			252	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		16			4			7			21	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	443			369			965	996	395	1004	993	609
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	443			369			965	996	395	1004	993	609
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			94			88	95	89	67	87	87
cM capacity (veh/h)	891			1116			108	163	589	107	164	332

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	316	260	87	100
Volume Left	33	69	13	35
Volume Right	40	45	66	44
cSH	891	1116	308	169
Volume to Capacity	0.04	0.06	0.28	0.59
Queue Length 95th (ft)	3	5	28	79
Control Delay (s)	1.3	2.7	21.2	53.1
Lane LOS	A	A	C	F
Approach Delay (s)	1.3	2.7	21.2	53.1
Approach LOS			C	F

Intersection Summary			
Average Delay	10.8		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	52	236	196	72	104	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	55	248	206	76	109	61

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	303	282	171
Volume Left (vph)	55	0	109
Volume Right (vph)	0	76	61
Hadj (s)	0.09	-0.10	-0.08
Departure Headway (s)	4.8	4.7	5.2
Degree Utilization, x	0.40	0.36	0.25
Capacity (veh/h)	714	738	625
Control Delay (s)	11.0	10.3	9.9
Approach Delay (s)	11.0	10.3	9.9
Approach LOS	B	B	A

Intersection Summary			
Delay	10.5		
HCM Level of Service	B		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	234	129	78	182	20	140	100	91	15	90	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	0.93		1.00	0.97		1.00	1.00	0.86		0.94	
Flpb, ped/bikes	0.83	1.00		0.94	1.00		0.71	1.00	1.00		0.99	
Frt	1.00	0.95		1.00	0.99		1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1497	1624		1684	1741		1274	1900	1369		1712	
Flt Permitted	0.58	1.00		0.41	1.00		0.67	1.00	1.00		0.97	
Satd. Flow (perm)	913	1624		727	1741		895	1900	1369		1668	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	18	260	143	87	202	22	156	111	101	17	100	21
RTOR Reduction (vph)	0	21	0	0	4	0	0	0	52	0	7	0
Lane Group Flow (vph)	18	382	0	87	220	0	156	111	49	0	131	0
Confl. Peds. (#/hr)	78		47	47		78	121		32	32		121
Confl. Bikes (#/hr)			55			25			29			11
Heavy Vehicles (%)	0%	4%	0%	1%	5%	0%	0%	0%	1%	0%	0%	0%
Turn Type	Perm			Perm			Perm		custom	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		2	8		
Actuated Green, G (s)	45.0	45.0		45.0	45.0		40.0	40.0	45.0		40.0	
Effective Green, g (s)	45.0	45.0		45.0	45.0		40.0	40.0	45.0		40.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.43	0.43	0.48		0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2		0.2	
Lane Grp Cap (vph)	442	786		352	842		385	817	662		717	
v/s Ratio Prot		c0.24			0.13			0.06				
v/s Ratio Perm	0.02			0.12			c0.17		0.04		0.08	
v/c Ratio	0.04	0.49		0.25	0.26		0.41	0.14	0.07		0.18	
Uniform Delay, d1	12.6	16.2		14.1	14.2		18.3	16.0	12.8		16.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.2	2.1		0.1	0.1		3.1	0.3	0.2		0.0	
Delay (s)	12.8	18.3		14.2	14.2		21.4	16.4	13.1		16.4	
Level of Service	B	B		B	B		C	B	B		B	
Approach Delay (s)		18.1			14.2			17.6			16.4	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	93.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	5	9	34	2	32	0	358	10	7	280	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	14	5	10	36	2	34	0	381	11	7	298	3
Pedestrians		3			22			17			59	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			2			1			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	798	731	319	752	727	467	304			413		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	798	731	319	752	727	467	304			413		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	98	99	88	99	94	100			99		
cM capacity (veh/h)	266	342	714	304	343	560	1265			1135		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	29	72	391	309
Volume Left	14	36	0	7
Volume Right	10	34	11	3
cSH	355	389	1265	1135
Volume to Capacity	0.08	0.19	0.00	0.01
Queue Length 95th (ft)	7	17	0	0
Control Delay (s)	16.0	16.4	0.0	0.3
Lane LOS	C	C		A
Approach Delay (s)	16.0	16.4	0.0	0.3
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	4	29	25	1	28	7	317	5	15	315	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	16	4	32	27	1	31	8	348	5	16	346	8
Pedestrians					17			30			13	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					1			3			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	794	769	380	831	770	381	354			371		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	794	769	380	831	770	381	354			371		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	94	99	95	89	100	95	99			99		
cM capacity (veh/h)	282	322	655	257	322	624	1216			1182		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	53	59	362	370
Volume Left	16	27	8	16
Volume Right	32	31	5	8
cSH	437	372	1216	1182
Volume to Capacity	0.12	0.16	0.01	0.01
Queue Length 95th (ft)	10	14	0	1
Control Delay (s)	14.4	16.5	0.2	0.5
Lane LOS	B	C	A	A
Approach Delay (s)	14.4	16.5	0.2	0.5
Approach LOS	B	C		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	33	4	45	28	39	20	277	54	17	177	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.93		1.00	1.00	0.76	1.00	0.97		1.00	0.94	
Flpb, ped/bikes	0.79	1.00		0.49	1.00	1.00	0.86	1.00		0.93	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1434	1695		804	1900	1227	1156	1774		1679	1677	
Flt Permitted	0.74	1.00		0.73	1.00	1.00	0.56	1.00		0.44	1.00	
Satd. Flow (perm)	1111	1695		617	1900	1227	684	1774		786	1677	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	33	38	5	51	32	44	23	315	61	19	201	69
RTOR Reduction (vph)	0	3	0	0	0	26	0	14	0	0	25	0
Lane Group Flow (vph)	33	40	0	51	32	18	23	362	0	19	245	0
Confl. Peds. (#/hr)	129		439	439		129	146		94	94		146
Confl. Bikes (#/hr)			73			14			14			43
Heavy Vehicles (%)	0%	3%	0%	9%	0%	0%	35%	0%	11%	0%	1%	5%
Turn Type	Perm			Perm		custom	Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2		6	4			8		
Actuated Green, G (s)	21.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Effective Green, g (s)	21.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42	0.42	0.42	0.42		0.42	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Lane Grp Cap (vph)	467	712		259	798	515	287	745		330	704	
v/s Ratio Prot		0.02			0.02			c0.20			0.15	
v/s Ratio Perm	0.03			c0.08		0.02	0.03			0.02		
v/c Ratio	0.07	0.06		0.20	0.04	0.04	0.08	0.49		0.06	0.35	
Uniform Delay, d1	8.7	8.6		9.2	8.6	8.5	8.7	10.6		8.6	9.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2		1.7	0.1	0.1	0.5	2.3		0.3	1.4	
Delay (s)	9.0	8.8		10.9	8.6	8.7	9.2	12.8		9.0	11.2	
Level of Service	A	A		B	A	A	A	B		A	B	
Approach Delay (s)		8.8			9.5			12.6			11.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	98	10	42	82	10	16	67	70	8	81	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	7	110	11	47	92	11	18	75	79	9	91	15
Pedestrians		26			14			72			36	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			1			6			3	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		959			591							
pX, platoon unblocked												
vC, conflicting volume	139			193			479	435	202	488	435	160
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	139			193			479	435	202	488	435	160
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			96			95	83	90	97	80	98
cM capacity (veh/h)	1413			1309			346	453	784	324	453	845

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	128	151	172	115
Volume Left	7	47	18	9
Volume Right	11	11	79	15
cSH	1413	1309	540	466
Volume to Capacity	0.00	0.04	0.32	0.25
Queue Length 95th (ft)	0	3	34	24
Control Delay (s)	0.4	2.7	14.8	15.2
Lane LOS	A	A	B	C
Approach Delay (s)	0.4	2.7	14.8	15.2
Approach LOS			B	C

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	82	0	4	57	59	1	144	5	69	78	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	4.0
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frpb, ped/bikes		1.00			0.99			1.00			1.00	0.97
Flpb, ped/bikes		1.00			1.00			1.00			1.00	1.00
Frt		1.00			0.93			1.00			1.00	0.85
Flt Protected		0.97			1.00			1.00			0.98	1.00
Satd. Flow (prot)		1793			1602			1871			1841	1573
Flt Permitted		0.75			0.99			1.00			0.77	1.00
Satd. Flow (perm)		1379			1581			1868			1444	1573
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	125	98	0	5	68	70	1	171	6	82	93	83
RTOR Reduction (vph)	0	0	0	0	46	0	0	2	0	0	0	57
Lane Group Flow (vph)	0	223	0	0	97	0	0	176	0	0	175	26
Confl. Peds. (#/hr)	22		30	30		22	5		11	11		5
Confl. Bikes (#/hr)			34			7						2
Heavy Vehicles (%)	4%	1%	0%	0%	7%	12%	0%	1%	0%	0%	1%	0%
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)		8.2			8.2			7.3			7.3	7.3
Effective Green, g (s)		8.2			8.2			7.3			7.3	7.3
Actuated g/C Ratio		0.35			0.35			0.31			0.31	0.31
Clearance Time (s)		4.0			4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		481			552			580			449	489
v/s Ratio Prot												
v/s Ratio Perm		c0.16			0.06			0.09			c0.12	0.02
v/c Ratio		0.46			0.18			0.30			0.39	0.05
Uniform Delay, d1		5.9			5.3			6.2			6.4	5.7
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		0.7			0.2			0.3			0.6	0.0
Delay (s)		6.7			5.5			6.5			6.9	5.7
Level of Service		A			A			A			A	A
Approach Delay (s)		6.7			5.5			6.5			6.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	6.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	23.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	209	29	6	122	30	20	280	21	43	182	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95			1.00	1.00
Frpb, ped/bikes	1.00	0.98			1.00	0.91		0.99			1.00	0.93
Flpb, ped/bikes	0.95	1.00			1.00	1.00		1.00			0.99	1.00
Frt	1.00	0.98			1.00	0.85		0.99			1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		1.00			0.99	1.00
Satd. Flow (prot)	1709	1754			1838	1432		3401			1848	1479
Flt Permitted	0.65	1.00			0.99	1.00		0.93			0.88	1.00
Satd. Flow (perm)	1177	1754			1818	1432		3165			1638	1479
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	119	238	33	7	139	34	23	318	24	49	207	125
RTOR Reduction (vph)	0	5	0	0	0	18	0	5	0	0	0	68
Lane Group Flow (vph)	119	266	0	0	146	16	0	360	0	0	256	57
Confl. Peds. (#/hr)	45		34	34		45	19		23	23		19
Confl. Bikes (#/hr)			65			23			5			
Heavy Vehicles (%)	0%	5%	0%	0%	3%	3%	25%	1%	24%	2%	1%	2%
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Actuated Green, G (s)	45.0	45.0			45.0	45.0		45.0			45.0	45.0
Effective Green, g (s)	45.0	45.0			45.0	45.0		45.0			45.0	45.0
Actuated g/C Ratio	0.46	0.46			0.46	0.46		0.46			0.46	0.46
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	540	805			835	658		1453			752	679
v/s Ratio Prot		c0.15										
v/s Ratio Perm	0.10				0.08	0.01		0.11			c0.16	0.04
v/c Ratio	0.22	0.33			0.17	0.02		0.25			0.34	0.08
Uniform Delay, d1	15.9	16.9			15.6	14.5		16.2			17.0	14.9
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.9	1.1			0.5	0.1		0.4			1.2	0.2
Delay (s)	16.9	18.0			16.0	14.6		16.6			18.2	15.2
Level of Service	B	B			B	B		B			B	B
Approach Delay (s)		17.7			15.8			16.6			17.2	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	98.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	29	30	18	6	25	61	25	152	9	108	150	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	31	32	19	6	27	66	27	163	10	116	161	13

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	83	99	200	290
Volume Left (vph)	31	6	27	116
Volume Right (vph)	19	66	10	13
Hadj (s)	-0.05	-0.37	0.01	0.13
Departure Headway (s)	5.2	4.8	4.7	4.8
Degree Utilization, x	0.12	0.13	0.26	0.38
Capacity (veh/h)	621	662	721	724
Control Delay (s)	8.9	8.6	9.4	10.7
Approach Delay (s)	8.9	8.6	9.4	10.7
Approach LOS	A	A	A	B

Intersection Summary			
Delay	9.8		
HCM Level of Service	A		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
117: SW Washington Way & SW 26th St

1/12/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	71	43	50	61	39	35	72	45	27	50	7
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	12	87	52	61	74	48	43	88	55	33	61	9

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	151	183	43	143	33	70
Volume Left (vph)	12	61	43	0	33	0
Volume Right (vph)	52	48	0	55	0	9
Hadj (s)	-0.16	-0.06	0.50	-0.07	0.62	0.06
Departure Headway (s)	4.7	4.8	6.0	5.4	6.2	5.6
Degree Utilization, x	0.20	0.24	0.07	0.21	0.06	0.11
Capacity (veh/h)	706	705	569	628	541	595
Control Delay (s)	8.9	9.3	8.2	8.7	8.4	8.1
Approach Delay (s)	8.9	9.3	8.6		8.2	
Approach LOS	A	A	A		A	

Intersection Summary			
Delay	8.8		
HCM Level of Service	A		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	113	20	19	128	8	13	1	33	15	2	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	16	141	25	24	160	10	16	1	41	19	2	14
Pedestrians		4			218			149			53	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			18			12			4	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	223			315			567	606	521	712	613	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	223			315			567	606	521	712	613	222
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			95	100	90	91	99	98
cM capacity (veh/h)	1298			1100			318	335	397	209	332	784

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	182	194	59	35
Volume Left	16	24	16	19
Volume Right	25	10	41	14
cSH	1298	1100	370	305
Volume to Capacity	0.01	0.02	0.16	0.11
Queue Length 95th (ft)	1	2	14	10
Control Delay (s)	0.8	1.2	16.6	18.3
Lane LOS	A	A	C	C
Approach Delay (s)	0.8	1.2	16.6	18.3
Approach LOS			C	C

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	129	37	40	220	196	113
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	152	44	47	259	231	133

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	152	44	47	259	231	133
Volume Left (vph)	152	0	47	0	0	0
Volume Right (vph)	0	44	0	0	0	133
Hadj (s)	0.53	-0.70	0.50	0.09	0.03	-0.68
Departure Headway (s)	6.6	5.4	6.1	5.6	5.5	4.8
Degree Utilization, x	0.28	0.07	0.08	0.41	0.36	0.18
Capacity (veh/h)	507	613	571	619	627	715
Control Delay (s)	11.0	7.6	8.4	11.2	10.4	7.7
Approach Delay (s)	10.2		10.8		9.4	
Approach LOS	B		B		A	

Intersection Summary			
Delay	10.1		
HCM Level of Service	B		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	2	80	0	39	0	316	34	8	232	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	0	0	2	93	0	45	0	367	40	9	270	1
Pedestrians		103			105						59	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		9			9						5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											730	
pX, platoon unblocked												
vC, conflicting volume	884	904	373	783	885	551	374			512		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	884	904	373	783	885	551	374			512		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	62	100	90	100			99		
cM capacity (veh/h)	182	230	619	247	236	467	1093			971		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	138	407	280
Volume Left	0	93	0	9
Volume Right	2	45	40	1
cSH	619	292	1093	971
Volume to Capacity	0.00	0.47	0.00	0.01
Queue Length 95th (ft)	0	60	0	1
Control Delay (s)	10.8	28.0	0.0	0.4
Lane LOS	B	D		A
Approach Delay (s)	10.8	28.0	0.0	0.4
Approach LOS	B	D		

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	165	15	82	368	78	12	123	32	63	219	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0		4.5	5.0			4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		0.99	1.00	
Frt	1.00	0.99		1.00	0.97			0.97		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1786	1829		1768	1804			1783		1750	1712	
Flt Permitted	0.25	1.00		0.63	1.00			0.96		0.60	1.00	
Satd. Flow (perm)	473	1829		1169	1804			1717		1109	1712	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	92	190	17	94	423	90	14	141	37	72	252	197
RTOR Reduction (vph)	0	2	0	0	6	0	0	8	0	0	25	0
Lane Group Flow (vph)	92	205	0	94	507	0	0	184	0	72	424	0
Confl. Peds. (#/hr)	4		1	1		4	4		9	9		4
Confl. Bikes (#/hr)						12			2			17
Heavy Vehicles (%)	1%	2%	7%	2%	2%	1%	8%	2%	3%	2%	2%	1%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	36.2	29.7		34.4	28.8			24.8		24.8	24.8	
Effective Green, g (s)	36.2	29.7		34.4	28.8			24.8		24.8	24.8	
Actuated g/C Ratio	0.49	0.40		0.46	0.39			0.33		0.33	0.33	
Clearance Time (s)	4.5	5.0		4.5	5.0			4.5		4.5	4.5	
Vehicle Extension (s)	2.5	4.6		2.5	4.6			2.5		2.5	2.5	
Lane Grp Cap (vph)	346	733		588	701			575		371	573	
v/s Ratio Prot	c0.02	0.11		0.01	c0.28						c0.25	
v/s Ratio Perm	0.11			0.06				0.11		0.06		
v/c Ratio	0.27	0.28		0.16	0.72			0.32		0.19	0.74	
Uniform Delay, d1	11.7	15.0		11.2	19.3			18.4		17.5	21.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.4		0.1	4.3			0.2		0.2	4.7	
Delay (s)	12.0	15.4		11.3	23.5			18.6		17.7	26.5	
Level of Service	B	B		B	C			B		B	C	
Approach Delay (s)		14.3			21.6			18.6			25.3	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	24	254	467	77	154	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	28	295	543	90	179	93
Pedestrians					8	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1309				
pX, platoon unblocked						
vC, conflicting volume	641				947	596
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	641				947	596
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				36	81
cM capacity (veh/h)	947				282	502

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	28	295	633	179	93
Volume Left	28	0	0	179	0
Volume Right	0	0	90	0	93
cSH	947	1700	1700	282	502
Volume to Capacity	0.03	0.17	0.37	0.64	0.19
Queue Length 95th (ft)	2	0	0	100	17
Control Delay (s)	8.9	0.0	0.0	37.6	13.8
Lane LOS	A			E	B
Approach Delay (s)	0.8		0.0	29.5	
Approach LOS				D	

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	364	106	54	440	58	24	22	42	76	77	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0		4.5	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.95		1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1685	1805		1804	1842		1805	1570		1687	1881	1458
Flt Permitted	0.29	1.00		0.27	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	509	1805		522	1842		1805	1570		1687	1881	1458
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	409	119	61	494	65	27	25	47	85	87	43
RTOR Reduction (vph)	0	8	0	0	3	0	0	37	0	0	0	32
Lane Group Flow (vph)	31	520	0	61	556	0	27	35	0	85	87	11
Confl. Peds. (#/hr)	10		4	4		10	27		29	29		27
Confl. Bikes (#/hr)			5			8			5			20
Heavy Vehicles (%)	7%	1%	1%	0%	1%	0%	0%	0%	5%	7%	1%	0%
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6								4
Actuated Green, G (s)	40.1	36.9		43.3	38.5		2.5	16.9		7.3	21.7	21.7
Effective Green, g (s)	40.1	36.9		43.3	38.5		2.5	16.9		7.3	21.7	21.7
Actuated g/C Ratio	0.48	0.44		0.52	0.46		0.03	0.20		0.09	0.26	0.26
Clearance Time (s)	4.5	5.0		4.5	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	290	799		345	850		54	318		148	489	379
v/s Ratio Prot	0.00	0.29		c0.01	c0.30		0.01	0.02		c0.05	c0.05	
v/s Ratio Perm	0.05			0.08								0.01
v/c Ratio	0.11	0.65		0.18	0.65		0.50	0.11		0.57	0.18	0.03
Uniform Delay, d1	12.6	18.2		11.6	17.3		39.8	27.1		36.6	23.9	23.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	1.7		0.2	1.6		5.2	0.1		4.4	0.1	0.0
Delay (s)	12.7	19.9		11.8	18.9		45.0	27.2		40.9	24.1	23.0
Level of Service	B	B		B	B		D	C		D	C	C
Approach Delay (s)		19.5			18.2			32.1			30.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	8.5
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	488	527	20	74	34
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	9	555	599	23	84	39
Pedestrians		5	3		15	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		564	1088			
pX, platoon unblocked	0.84				0.90	0.84
vC, conflicting volume	637				1201	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468				757	460
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				74	92
cM capacity (veh/h)	862				330	498

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	564	622	123
Volume Left	9	0	84
Volume Right	0	23	39
cSH	862	1700	369
Volume to Capacity	0.01	0.37	0.33
Queue Length 95th (ft)	1	0	36
Control Delay (s)	0.3	0.0	19.6
Lane LOS	A		C
Approach Delay (s)	0.3	0.0	19.6
Approach LOS			C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	404	66	40	398	44	50	89	61	35	113	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.93		1.00	0.89	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1687	1819		1805	1815		1805	1644		1805	1538	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1687	1819		1805	1815		1805	1644		1805	1538	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	103	459	75	45	452	50	57	101	69	40	128	105
RTOR Reduction (vph)	0	5	0	0	4	0	0	20	0	0	25	0
Lane Group Flow (vph)	103	529	0	45	498	0	57	150	0	40	208	0
Confl. Peds. (#/hr)	35		31	31		35	79		68	68		79
Confl. Bikes (#/hr)			10			12			11			51
Heavy Vehicles (%)	7%	1%	0%	0%	1%	11%	0%	0%	2%	0%	1%	4%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	7.3	31.6		3.6	27.9		3.9	18.4		3.4	17.9	
Effective Green, g (s)	7.3	31.6		3.6	27.9		3.9	18.4		3.4	17.9	
Actuated g/C Ratio	0.10	0.44		0.05	0.39		0.05	0.26		0.05	0.25	
Clearance Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	171	798		90	703		98	420		85	382	
v/s Ratio Prot	c0.06	c0.29		0.02	0.27		c0.03	0.09		0.02	c0.14	
v/s Ratio Perm												
v/c Ratio	0.60	0.66		0.50	0.71		0.58	0.36		0.47	0.55	
Uniform Delay, d1	31.0	16.0		33.3	18.6		33.3	22.0		33.4	23.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.1	2.1		1.6	3.3		5.6	0.5		1.5	1.6	
Delay (s)	35.0	18.1		34.9	21.9		38.8	22.5		34.9	25.1	
Level of Service	D	B		C	C		D	C		C	C	
Approach Delay (s)		20.8			23.0			26.6			26.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	23.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	656	6	99	649	43	14	101	130	114	156	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0	6.0	4.5	6.0	6.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1792	1468	1805	1827	1509	1785	1669		1719	1828	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.50	1.00		0.39	1.00	
Satd. Flow (perm)	1805	1792	1468	1805	1827	1509	933	1669		699	1828	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	721	7	109	713	47	15	111	143	125	171	29
RTOR Reduction (vph)	0	0	1	0	0	9	0	40	0	0	5	0
Lane Group Flow (vph)	22	721	6	109	713	38	15	214	0	125	195	0
Confl. Peds. (#/hr)			27	27			9		9	9		9
Confl. Bikes (#/hr)									1			12
Heavy Vehicles (%)	0%	6%	0%	0%	4%	7%	0%	2%	2%	4%	1%	0%
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	2.5	49.0	49.0	11.2	57.7	57.7	20.8	20.8		20.8	20.8	
Effective Green, g (s)	2.5	49.0	49.0	11.2	57.7	57.7	20.8	20.8		20.8	20.8	
Actuated g/C Ratio	0.03	0.51	0.51	0.12	0.60	0.60	0.22	0.22		0.22	0.22	
Clearance Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.5	5.2	5.2	2.5	5.2	5.2	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	47	910	745	209	1092	902	201	360		151	394	
v/s Ratio Prot	0.01	c0.40		c0.06	c0.39			0.13			0.11	
v/s Ratio Perm			0.00			0.03	0.02			c0.18		
v/c Ratio	0.47	0.79	0.01	0.52	0.65	0.04	0.07	0.59		0.83	0.49	
Uniform Delay, d1	46.3	19.6	11.7	40.1	12.8	8.0	30.2	34.1		36.1	33.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.3	5.6	0.0	1.8	2.0	0.0	0.1	2.2		29.0	0.7	
Delay (s)	51.6	25.1	11.7	41.9	14.8	8.0	30.3	36.3		65.2	33.9	
Level of Service	D	C	B	D	B	A	C	D		E	C	
Approach Delay (s)		25.8			17.8			35.9			45.9	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	26.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	96.5	Sum of lost time (s)	21.5
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	864	3	51	771	37	1	18	52	176	29	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	7.0	6.0	6.0		7.0			7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98		0.98			0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.90			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00			0.96	
Satd. Flow (prot)	1805	1810	947	1805	1827	1531		1657			1789	
Flt Permitted	0.21	1.00	1.00	0.07	1.00	1.00		1.00			0.75	
Satd. Flow (perm)	404	1810	947	137	1827	1531		1651			1397	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	18	949	3	56	847	41	1	20	57	193	32	24
RTOR Reduction (vph)	0	0	0	0	0	6	0	45	0	0	3	0
Lane Group Flow (vph)	18	949	3	56	847	35	0	33	0	0	246	0
Confl. Peds. (#/hr)	1					1	16		1	1		16
Confl. Bikes (#/hr)			1			1			1			14
Heavy Vehicles (%)	0%	5%	67%	0%	4%	3%	0%	0%	2%	0%	0%	0%
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	58.5	58.5	58.5	61.3	61.3	61.3		22.4			22.4	
Effective Green, g (s)	58.5	58.5	58.5	61.3	61.3	61.3		22.4			22.4	
Actuated g/C Ratio	0.55	0.55	0.55	0.57	0.57	0.57		0.21			0.21	
Clearance Time (s)	7.0	6.0	6.0	7.0	6.0	6.0		7.0			7.0	
Vehicle Extension (s)	2.5	5.2	5.2	2.5	5.2	5.2		2.5			2.5	
Lane Grp Cap (vph)	261	992	519	169	1050	880		347			293	
v/s Ratio Prot	0.00	c0.52		0.02	c0.46							
v/s Ratio Perm	0.04		0.00	0.17		0.02		0.02			c0.18	
v/c Ratio	0.07	0.96	0.01	0.33	0.81	0.04		0.10			0.84	
Uniform Delay, d1	23.4	22.9	10.9	22.8	18.0	9.9		34.0			40.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.1	19.2	0.0	0.8	5.3	0.0		0.1			18.3	
Delay (s)	23.5	42.1	10.9	23.6	23.3	9.9		34.1			58.7	
Level of Service	C	D	B	C	C	A		C			E	
Approach Delay (s)		41.7			22.7			34.1			58.7	
Approach LOS		D			C			C			E	

Intersection Summary			
HCM Average Control Delay	35.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	106.7	Sum of lost time (s)	19.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	889	168	4	700	44	102	43	7	125	45	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	5.7	5.7		4.0			4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.90	1.00	1.00	1.00		1.00			0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		0.99			0.99	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.99			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.97	
Satd. Flow (prot)	1805	1827	1423	1805	1827	1615		1787			1727	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.67			0.75	
Satd. Flow (perm)	1805	1827	1423	1805	1827	1615		1238			1330	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	58	977	185	4	769	48	112	47	8	137	49	49
RTOR Reduction (vph)	0	0	28	0	0	13	0	2	0	0	7	0
Lane Group Flow (vph)	58	977	157	4	769	35	0	165	0	0	228	0
Confl. Peds. (#/hr)			26	26			17		6	6		17
Confl. Bikes (#/hr)									1			49
Heavy Vehicles (%)	0%	4%	2%	0%	4%	0%	1%	0%	0%	0%	2%	0%
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	7.3	70.1	70.1	1.0	63.8	63.8		23.6			23.6	
Effective Green, g (s)	7.3	70.1	70.1	1.0	63.8	63.8		23.6			23.6	
Actuated g/C Ratio	0.07	0.65	0.65	0.01	0.59	0.59		0.22			0.22	
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7		4.0			4.0	
Vehicle Extension (s)	2.5	5.2	5.2	2.5	5.2	5.2		2.5			2.5	
Lane Grp Cap (vph)	122	1181	920	17	1075	951		270			290	
v/s Ratio Prot	c0.03	c0.53		0.00	0.42							
v/s Ratio Perm			0.11			0.02		0.13			c0.17	
v/c Ratio	0.48	0.83	0.17	0.24	0.72	0.04		0.61			0.79	
Uniform Delay, d1	48.7	14.5	7.6	53.3	15.8	9.4		38.3			40.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	2.1	5.5	0.2	5.1	2.9	0.0		3.5			12.7	
Delay (s)	50.8	20.1	7.8	58.5	18.8	9.4		41.8			52.7	
Level of Service	D	C	A	E	B	A		D			D	
Approach Delay (s)		19.7			18.4			41.8			52.7	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	108.4	Sum of lost time (s)	13.7
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	115	19	7	29	0	7	0	19	8	8	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Hourly flow rate (vph)	3	183	30	11	46	0	11	0	30	13	13	17
Pedestrians		13			3			20			25	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	71			233			329	317	221	330	332	84
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	71			233			329	317	221	330	332	84
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.1	3.3
p0 queue free %	100			99			98	100	96	98	98	98
cM capacity (veh/h)	1510			1324			568	574	808	568	545	950

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	216	57	41	43
Volume Left	3	11	11	13
Volume Right	30	0	30	17
cSH	1510	1324	726	669
Volume to Capacity	0.00	0.01	0.06	0.06
Queue Length 95th (ft)	0	1	5	5
Control Delay (s)	0.1	1.6	10.3	10.7
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	1.6	10.3	10.7
Approach LOS			B	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	92	8	29	21	14	6	85	35	4	91	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	58	115	10	36	26	18	8	106	44	5	114	14
Pedestrians		14			13			23			34	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			2			3	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											378	
pX, platoon unblocked												
vC, conflicting volume	352	323	158	377	308	175	142			163		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	352	323	158	377	308	175	142			163		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	80	99	92	96	98	99			100		
cM capacity (veh/h)	538	578	866	459	591	839	1437			1412		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	182	80	158	132
Volume Left	58	36	8	5
Volume Right	10	18	44	14
cSH	575	555	1437	1412
Volume to Capacity	0.32	0.14	0.01	0.00
Queue Length 95th (ft)	34	13	0	0
Control Delay (s)	14.1	12.6	0.4	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	14.1	12.6	0.4	0.3
Approach LOS	B	B		

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	562	528	9	5	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	13	631	593	10	6	11
Pedestrians		65	5		60	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		5	0		5	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			246			
pX, platoon unblocked	0.77				0.77	0.77
vC, conflicting volume	663				1322	723
vC1, stage 1 conf vol					658	
vC2, stage 2 conf vol					663	
vCu, unblocked vol	416				1269	494
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	97
cM capacity (veh/h)	846				369	402

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	13	631	603	17
Volume Left	13	0	0	6
Volume Right	0	0	10	11
cSH	846	1700	1700	390
Volume to Capacity	0.02	0.37	0.35	0.04
Queue Length 95th (ft)	1	0	0	3
Control Delay (s)	9.3	0.0	0.0	14.6
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	14.6
Approach LOS				B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	498	447	3	5	33
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	579	520	3	6	38
Pedestrians		5	1		17	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		547				
pX, platoon unblocked					0.79	
vC, conflicting volume	540				1130	544
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	540				1032	544
tC, single (s)	4.3				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.3
p0 queue free %	99				97	93
cM capacity (veh/h)	930				201	533

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	585	523	44
Volume Left	6	0	6
Volume Right	0	3	38
cSH	930	1700	438
Volume to Capacity	0.01	0.31	0.10
Queue Length 95th (ft)	0	0	8
Control Delay (s)	0.2	0.0	14.1
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	14.1
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	444	3	9	360	12	4	13	11	17	7	89
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	67	499	3	10	404	13	4	15	12	19	8	100
Pedestrians		12			6			14			18	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		778										
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	436			516			1197	1106	521	1111	1101	441
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	436			301			1130	1019	306	1025	1013	441
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			96	92	98	87	96	83
cM capacity (veh/h)	1117			1031			110	177	596	147	179	603

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	570	428	31	127
Volume Left	67	10	4	19
Volume Right	3	13	12	100
cSH	1117	1031	218	374
Volume to Capacity	0.06	0.01	0.14	0.34
Queue Length 95th (ft)	5	1	12	37
Control Delay (s)	1.6	0.3	24.2	19.5
Lane LOS	A	A	C	C
Approach Delay (s)	1.6	0.3	24.2	19.5
Approach LOS			C	C

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

Appendix E Operational Results Worksheets for 15th Street & Washington Way

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	51	15	33	219	114	77
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	66	19	43	284	148	100

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	66	19	43	284	148	100
Volume Left (vph)	66	0	43	0	0	0
Volume Right (vph)	0	19	0	0	0	100
Hadj (s)	0.53	-0.58	0.55	0.14	0.10	-0.63
Departure Headway (s)	6.3	5.2	5.5	5.1	5.2	4.4
Degree Utilization, x	0.12	0.03	0.07	0.40	0.21	0.12
Capacity (veh/h)	524	627	630	688	674	783
Control Delay (s)	9.0	7.2	7.7	10.4	8.4	6.9
Approach Delay (s)	8.6		10.0		7.8	
Approach LOS	A		B		A	

Intersection Summary			
Delay	9.0		
HCM Level of Service	A		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	51	15	33	219	114	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.96	1.00	1.00	1.00	0.88
Flpb, ped/bikes	1.00	1.00	0.92	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1452	1613	1759	1792	1360
Flt Permitted	0.95	1.00	0.66	1.00	1.00	1.00
Satd. Flow (perm)	1770	1452	1125	1759	1792	1360
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	66	19	43	284	148	100
RTOR Reduction (vph)	0	15	0	0	0	40
Lane Group Flow (vph)	66	4	43	284	148	60
Confl. Peds. (#/hr)	34	15	79			79
Confl. Bikes (#/hr)						15
Heavy Vehicles (%)	2%	7%	3%	8%	6%	4%
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	7.9	7.9	23.8	23.8	23.8	23.8
Effective Green, g (s)	7.9	7.9	23.8	23.8	23.8	23.8
Actuated g/C Ratio	0.20	0.20	0.60	0.60	0.60	0.60
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	352	289	674	1055	1074	815
v/s Ratio Prot	c0.04			c0.16	0.08	
v/s Ratio Perm		0.00	0.04			0.04
v/c Ratio	0.19	0.01	0.06	0.27	0.14	0.07
Uniform Delay, d1	13.2	12.8	3.3	3.8	3.5	3.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.0	0.0	0.1	0.1	0.0
Delay (s)	13.5	12.8	3.4	3.9	3.5	3.4
Level of Service	B	B	A	A	A	A
Approach Delay (s)	13.3			3.9	3.5	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	39.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	129	37	40	220	196	113
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	152	44	47	259	231	133

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	152	44	47	259	231	133
Volume Left (vph)	152	0	47	0	0	0
Volume Right (vph)	0	44	0	0	0	133
Hadj (s)	0.53	-0.70	0.50	0.09	0.03	-0.68
Departure Headway (s)	6.6	5.4	6.1	5.6	5.5	4.8
Degree Utilization, x	0.28	0.07	0.08	0.41	0.36	0.18
Capacity (veh/h)	507	613	571	619	627	715
Control Delay (s)	11.0	7.6	8.4	11.2	10.4	7.7
Approach Delay (s)	10.2		10.8		9.4	
Approach LOS	B		B		A	

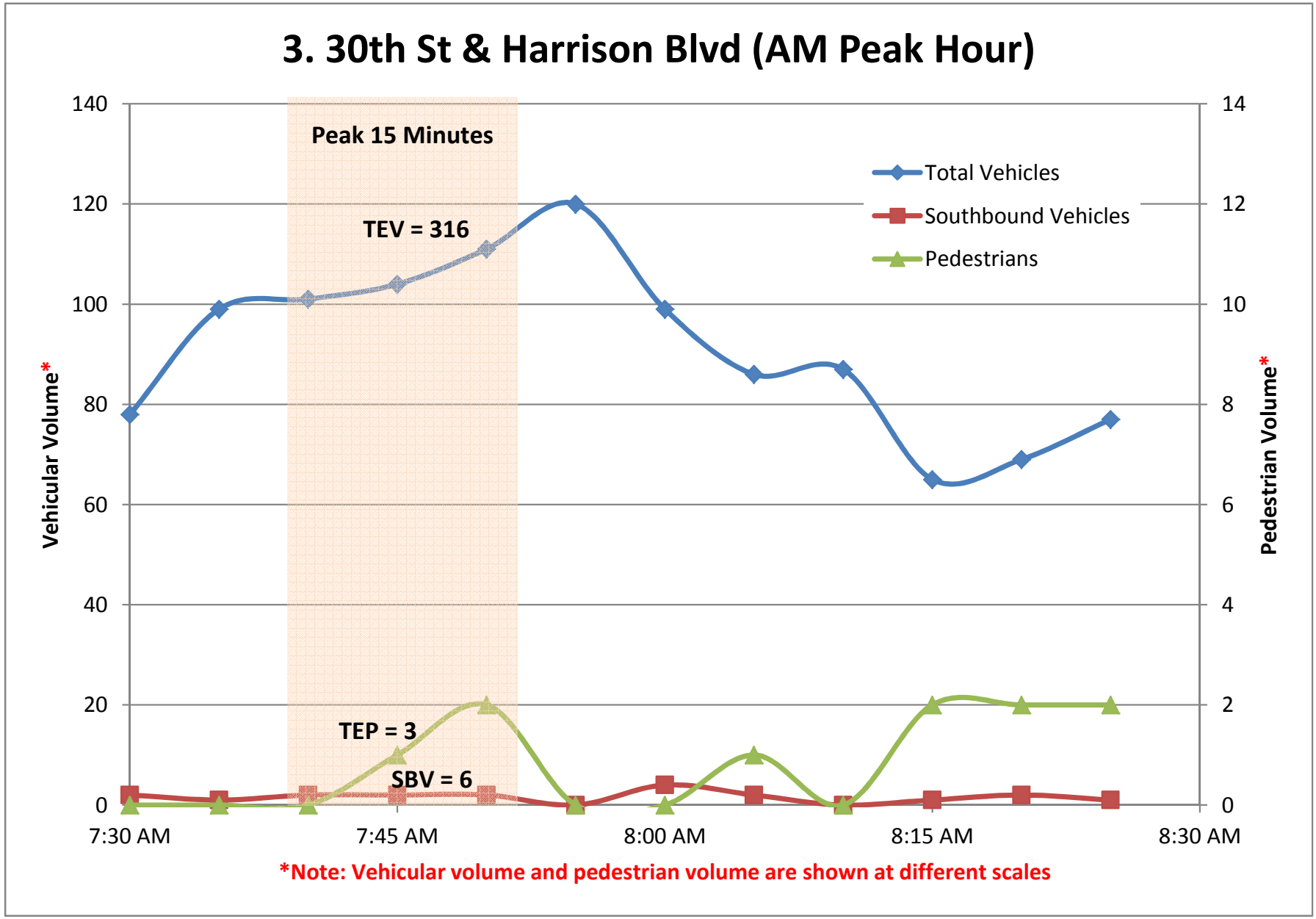
Intersection Summary			
Delay	10.1		
HCM Level of Service	B		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

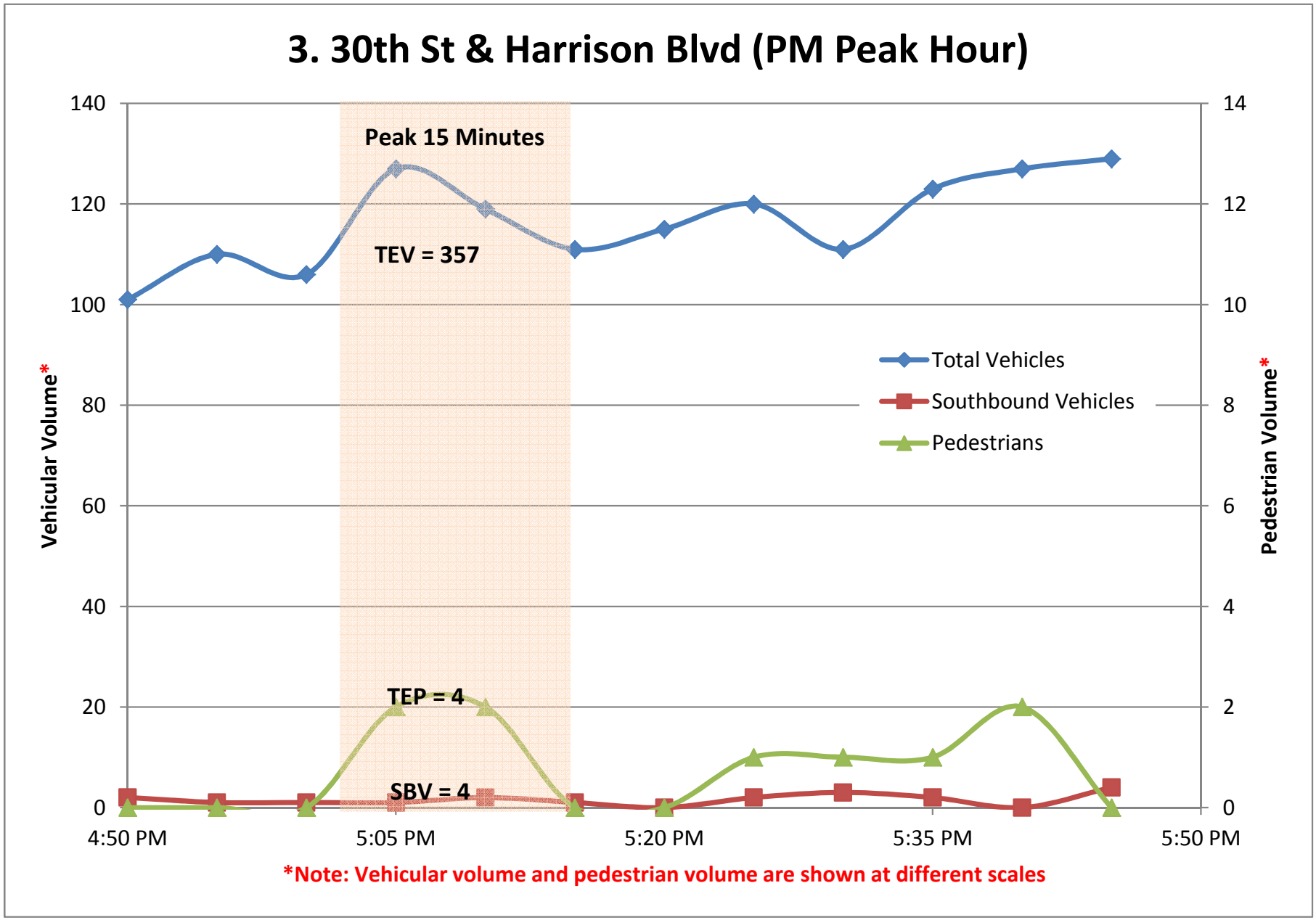
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	129	37	40	220	196	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.88
Flpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1569	1712	1810	1863	1404
Flt Permitted	0.95	1.00	0.61	1.00	1.00	1.00
Satd. Flow (perm)	1770	1569	1107	1810	1863	1404
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	152	44	47	259	231	133
RTOR Reduction (vph)	0	33	0	0	0	63
Lane Group Flow (vph)	152	11	47	259	231	70
Confl. Peds. (#/hr)	55	8	65			65
Confl. Bikes (#/hr)						49
Heavy Vehicles (%)	2%	0%	0%	5%	2%	1%
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	8.7	8.7	18.3	18.3	18.3	18.3
Effective Green, g (s)	8.7	8.7	18.3	18.3	18.3	18.3
Actuated g/C Ratio	0.25	0.25	0.52	0.52	0.52	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	440	390	579	946	974	734
v/s Ratio Prot	c0.09			c0.14	0.12	
v/s Ratio Perm		0.01	0.04			0.05
v/c Ratio	0.35	0.03	0.08	0.27	0.24	0.09
Uniform Delay, d1	10.8	10.0	4.2	4.6	4.5	4.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.0	0.1	0.2	0.1	0.1
Delay (s)	11.3	10.0	4.2	4.8	4.7	4.2
Level of Service	B	A	A	A	A	A
Approach Delay (s)	11.0			4.7	4.5	
Approach LOS	B			A	A	

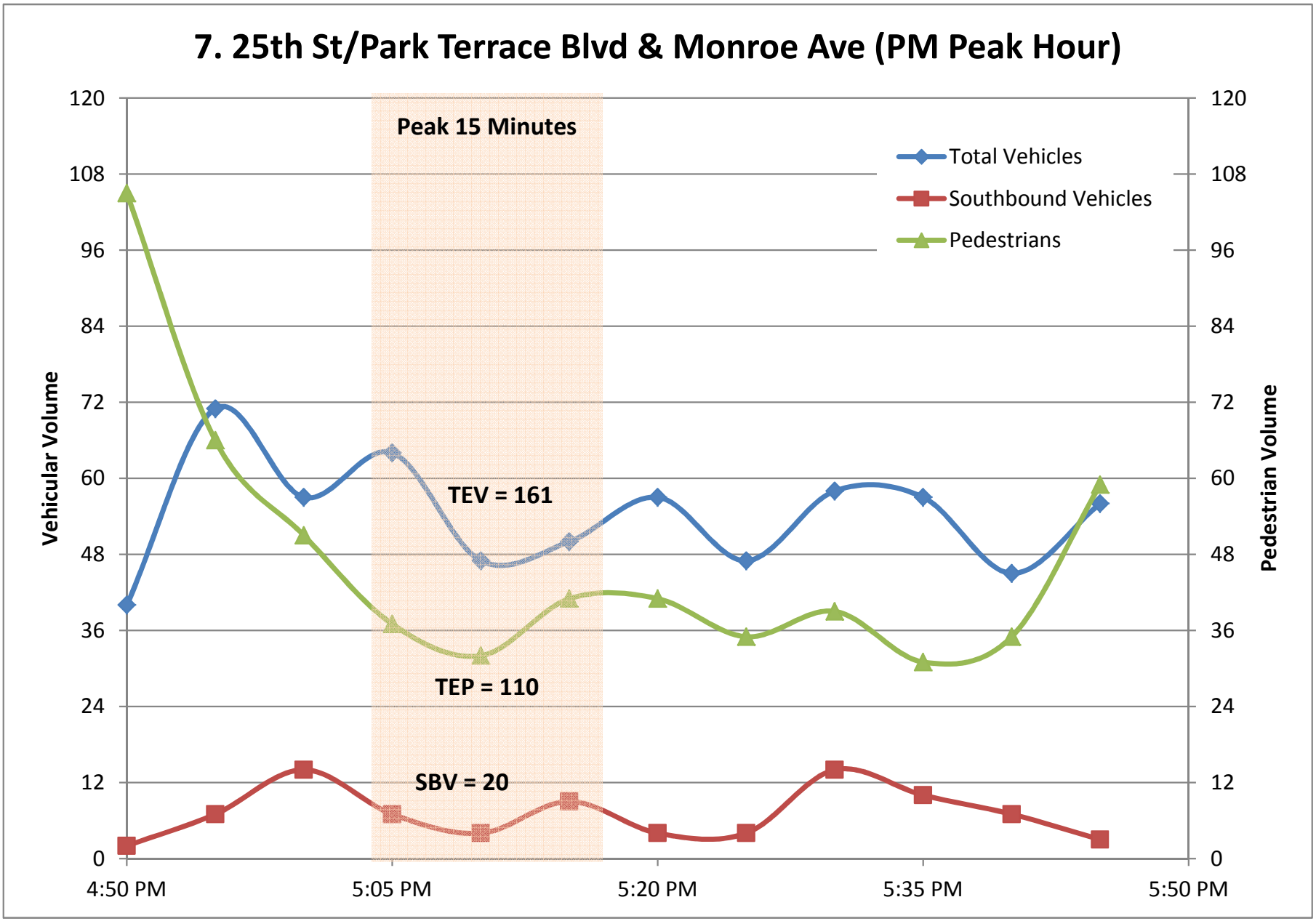
Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	35.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

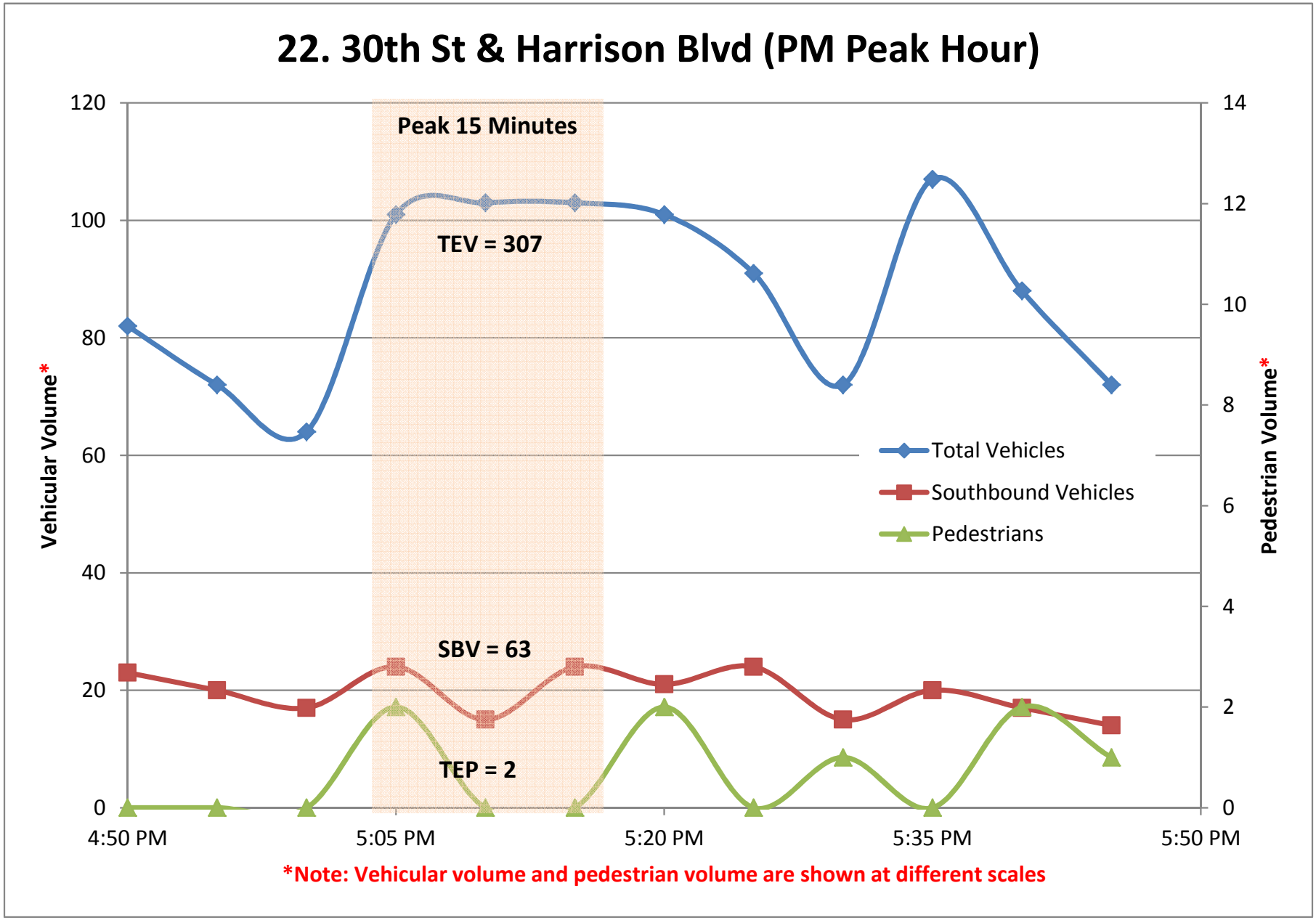
c Critical Lane Group

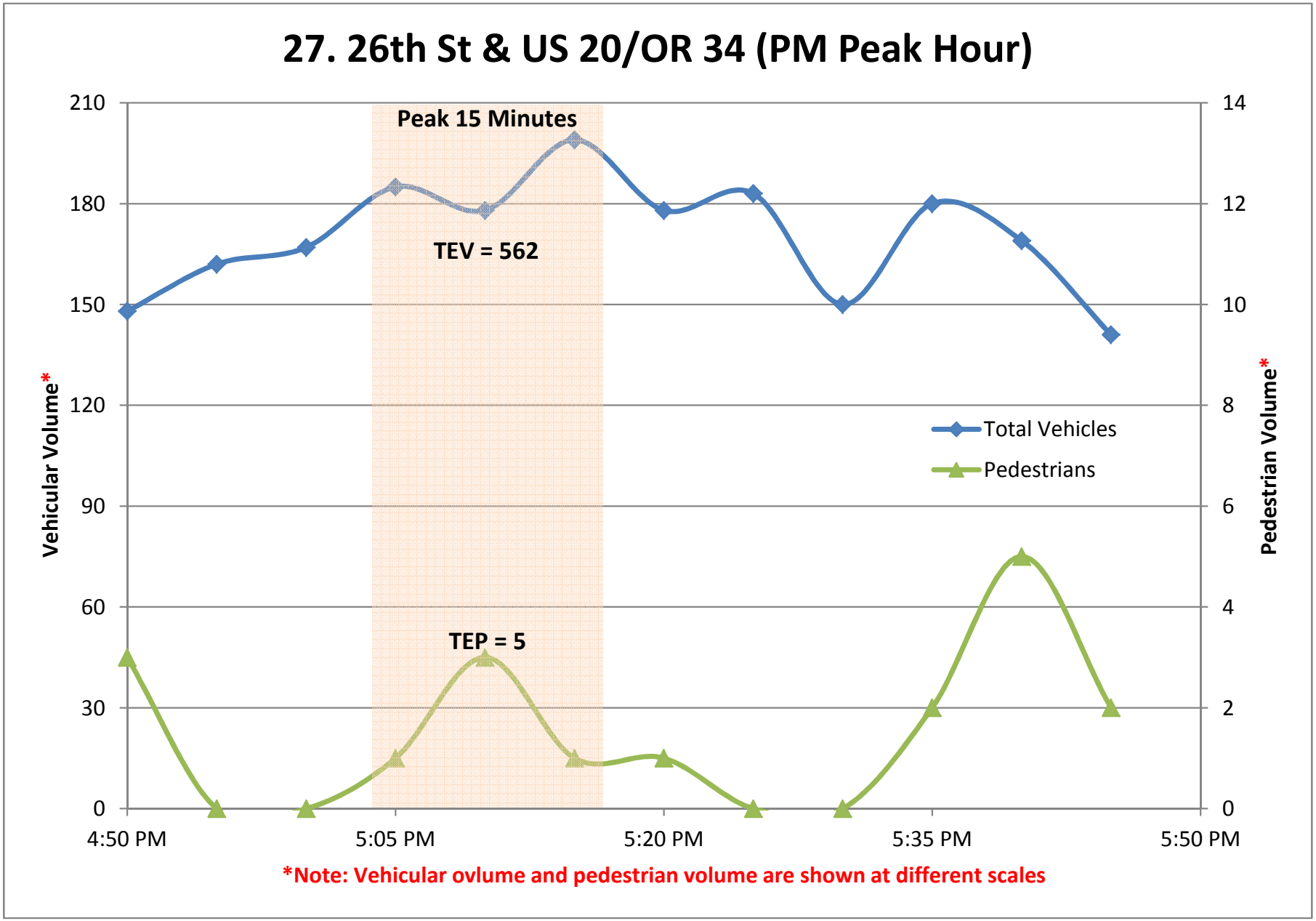
Appendix F Vehicular and Pedestrian Volumes at Intersections Not Meeting Standards


3. 30th St & Harrison Blvd (AM Peak Hour)
Peak 15 Minutes
TEV = 316
TEP = 3
SBV = 6
Total Vehicles
Southbound Vehicles
Pedestrians
Vehicular Volume*
Pedestrian Volume*
140
120
100
80
60
40
20
0
14
12
10
8
6
4
2
0
7:30 AM
7:45 AM
8:00 AM
8:15 AM
8:30 AM
*Note: Vehicular volume and pedestrian volume are shown at different scales


3. 30th St & Harrison Blvd (PM Peak Hour)
Peak 15 Minutes
TEV = 357
TEP = 4
SBV = 4
Total Vehicles
Southbound Vehicles
Pedestrians
Vehicular Volume*
Pedestrian Volume*
140
120
100
80
60
40
20
0
14
12
10
8
6
4
2
0
4:50 PM
5:05 PM
5:20 PM
5:35 PM
5:50 PM
*Note: Vehicular volume and pedestrian volume are shown at different scales


7. 25th St/Park Terrace Blvd & Monroe Ave (PM Peak Hour)
Peak 15 Minutes
Total Vehicles
Southbound Vehicles
Pedestrians
TEV = 161
TEP = 110
SBV = 20
Vehicular Volume
Pedestrian Volume
120
108
96
84
72
60
48
36
24
12
0
4:50 PM
5:05 PM
5:20 PM
5:35 PM
5:50 PM


22. 30th St & Harrison Blvd (PM Peak Hour)
Peak 15 Minutes
TEV = 307
SBV = 63
TEP = 2
Total Vehicles
Southbound Vehicles
Pedestrians
Vehicular Volume*
Pedestrian Volume*
120
100
80
60
40
20
0
14
12
10
8
6
4
2
0
4:50 PM
5:05 PM
5:20 PM
5:35 PM
5:50 PM
*Note: Vehicular volume and pedestrian volume are shown at different scales

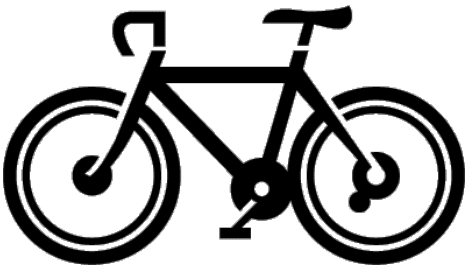

27. 26th St & US 20/OR 34 (PM Peak Hour)
Peak 15 Minutes
TEV = 562
TEP = 5
Total Vehicles
Pedestrians
Vehicular Volume*
Pedestrian Volume*
210
180
150
120
90
60
30
0
14
12
10
8
6
4
2
0
4:50 PM
5:05 PM
5:20 PM
5:35 PM
5:50 PM
*Note: Vehicular ovlume and pedestrian volume are shown at different scales

Appendix E 2012 Bicycle Utilization Survey

2012

OSU

Bicycle Parking Utilization Survey



Overview.

In the fall of 2012 OSU Facilities Services Planning Department conducted a comprehensive bicycle parking survey. The survey recorded bicycle rack capacity, utilization and condition. The survey was conducted on October 24th and 25th. The weather conditions on the days of the survey were fair for biking. Wednesday was 49 degrees, with shows. Thursday was slightly warmer with little to no rain. In previous years, the survey was conducted earlier in the month of October to capture higher utilization rates associated with consistently warmer and dryer weather. The 2012 survey was conducted after rain began occurring regularly, with cooler temperatures overall. The 2012 survey revealed lower levels of utilization that were recorded in previous years. This is likely due to the seasonal change in weather, as anecdotally, much higher levels of campus bike parking utilization were apparent in the weeks prior to conducting the survey.

Total capacity for on-campus bike parking was found to be 7,491 of which 2,326 (31%) are covered and 5,165 (69%) are uncovered. This reflects an increase in capacity over the 2010 survey of 649 spaces. The ratio of covered to uncovered spaces is unchanged from 2010. The survey measured a **maximum campus bicycle parking utilization rate of 56%**. This reflects a reduction in utilization from the fall 2010 survey, which recorded total campus utilization at 74%. However, numerous locations still experienced utilization in excess of capacity. Utilization values at residence halls, dining halls, the Valley Library, Waldo Hall and Gil Coliseum, among other buildings, exceeded 100% utilization.

Methodology.

The survey was completed with the assistance of various Facilities Services staff, including volunteers from Planning, Risk Management, TAPS, Capital Construction Management. Map development, database management, calculations and analysis were completed by Facilities Services Campus Planning.

Campus planning conducted the 2012bicycle parking utilization survey on two consecutive days, Wednesday and Thursday October 24 and 25. Both days had fair/cool weather for bicycling. Wednesday was cool (49 degrees) with light showers. Thursday was slightly warmer and mostly clear, with little noticeable precipitation. Campus planning conducted the study on two days instead of one to capture utilization differences that may occur between locations on typical student lecture and lab days. This allowed the survey to provide a more detailed measure of maximum bicycle parking utilization.

Surveyors operated between 10 am and 12 pm, attempting to capture peak utilization. Students used the inventory of bicycle racks developed for the 2010 survey to record bicycle rack locations, condition and utilization. Capacity and utilization values are then entered into the existing database, updating the inventory from previous years. In the event that new racks are located or previously existing racks are found to be missing the database and maps are updated accordingly.

Bicycle parking is grouped by location, where a location is one or more bicycle racks on a side or entrance of a building or structure. Each location is assigned a unique identification number and is mapped (Appendix B). Individual locations may contain multiple types of racks, either covered or uncovered. Campus Planning records bicycle parking locations in a database with the number and type of parking (covered vs. uncovered) as well as other details. All locations are mapped using ArcGIS software. Reports are generated from the database to depict the existing bicycle inventory and utilization on campus. All data contained within this report reflects the maximum utilization recorded during the 2010 survey.

Inventory.

Total bicycle parking capacity on the OSU campus in 2012 was 7,491 parking spaces of which 2,326 (31%) are covered and 5,165 (69%) are uncovered. Hoop racks are the preferred style of bike rack for installation and utilization. They provide greater user-convenience for placing, securing and maneuvering of bicycles. These racks represent 5,156 (69%) of total capacity. Older, wheel racks provide the majority of the remaining bicycle parking, or 2,258 (30%) of total capacity (See Appendix A). The remaining capacity is comprised of bike lockers, and other styles of racks.

Bicycle parking must be constructed with most new development on campus based on the total square footage of the structure. Corvallis Land Development code (Section 3.36.50.13 – Bicycle Parking) requires that at least 50% of this new bicycle parking capacity be covered. The percentage of covered parking was anticipated to increase after the 2010 survey. However the 2012 survey did not indicate that this has occurred.

The overall number of bike parking spaces inventoried increased 649 spaces over the 2010 values. However, the relationship of covered to uncovered parking spaces did not change between the 2 survey periods (31% and 69% respectively bot both years). The relationship between hoop racks and non-hoop racks did change, however. The 2012 survey recorded an increase in hoop racks over non-hoops. In 2010 hoop racks represented 44% of spaces, while in 2012 hoop racks represented 69% of total available spaces. This is most likely due OSU to removing and replacing outdated racks with hoop style racks. Additionally, hoop racks are the standard style required for installation with new construction. Therefore, all new construction features hoop style bike racks.

Utilization.

Survey results show that the OSU campus had an average bicycle parking utilization rate of 56% during peak times. This is an 18% decrease from the 2010 survey. Nonetheless, in some areas utilization still exceeded capacity and, many bicycles were found outside of racks, locked to railings and light posts. The survey recorded 149 individual bicycles locked outside of designated bicycle parking locations. In the weeks surrounding the survey dates, Campus Facilities Services received numerous emails and phone calls regarding this issue. The increase in the number of bicycles on campus exceeded the capacity of bicycle parking in numerous locations, impacting motor vehicle parking and ADA ramp accessibility. A failure to meet the need for secure bicycle parking on the OSU campus could negatively impact bicycle use as an alternative mode of transportation.

In a change from the 2010 survey, the 2012 survey revealed that Campus sector D received the highest utilization of bicycle parking, at 75%. Sector D comprises the lower campus quad and MC Nary Hall and Callahan Halls, and several residence houses. There are only 640 spaces available in sector D. The high utilization values indicate bicycles parked at residences halls rather than at classroom buildings. Sector G and sector C had similar levels of utilization, 58% and 57% respectively. Sector G contains residence halls as well as the Parking structure the Alumni Center, and contains only 839 parking spaces. Like sector D, high utilization values in sector G largely represent bikes parked at residence halls. Sector C contains most of the more commonly used classroom buildings and also much of the student housing. The 2012 survey shows that sector C contains 66% of OSU campus bike parking capacity. In 2010 it featured only 64% of parking capacity. 57% utilization of sector C represents 2,816 parked bicycles, or 67% of the total bicycles parked on campus. Sectors B received the third highest utilization at 36%. The Property Services building was also inventoried in the 2012 bike parking survey. It is recorded as Sector X in the database, and featured 100% utilization, offering only 7 bike parking spaces.

During the survey, a total of 15 buildings experienced a utilization of 100% or greater. This is 8 fewer buildings than in 2010. Two of the buildings with the highest utilization were Waldo Hall and the Valley

Library, however most were housing and dining buildings including Arnold, Sackett, McNary, Hawley and West Dining Hall.

Damaged and or missing bicycle racks were noted during the survey. 33 were either damaged or unanchored. The locations of racks requiring attention are shown in the Bicycle Parking Survey Damage Report (Appendix C).

Additional Information/Contacts.

For additional information please use the following contacts.

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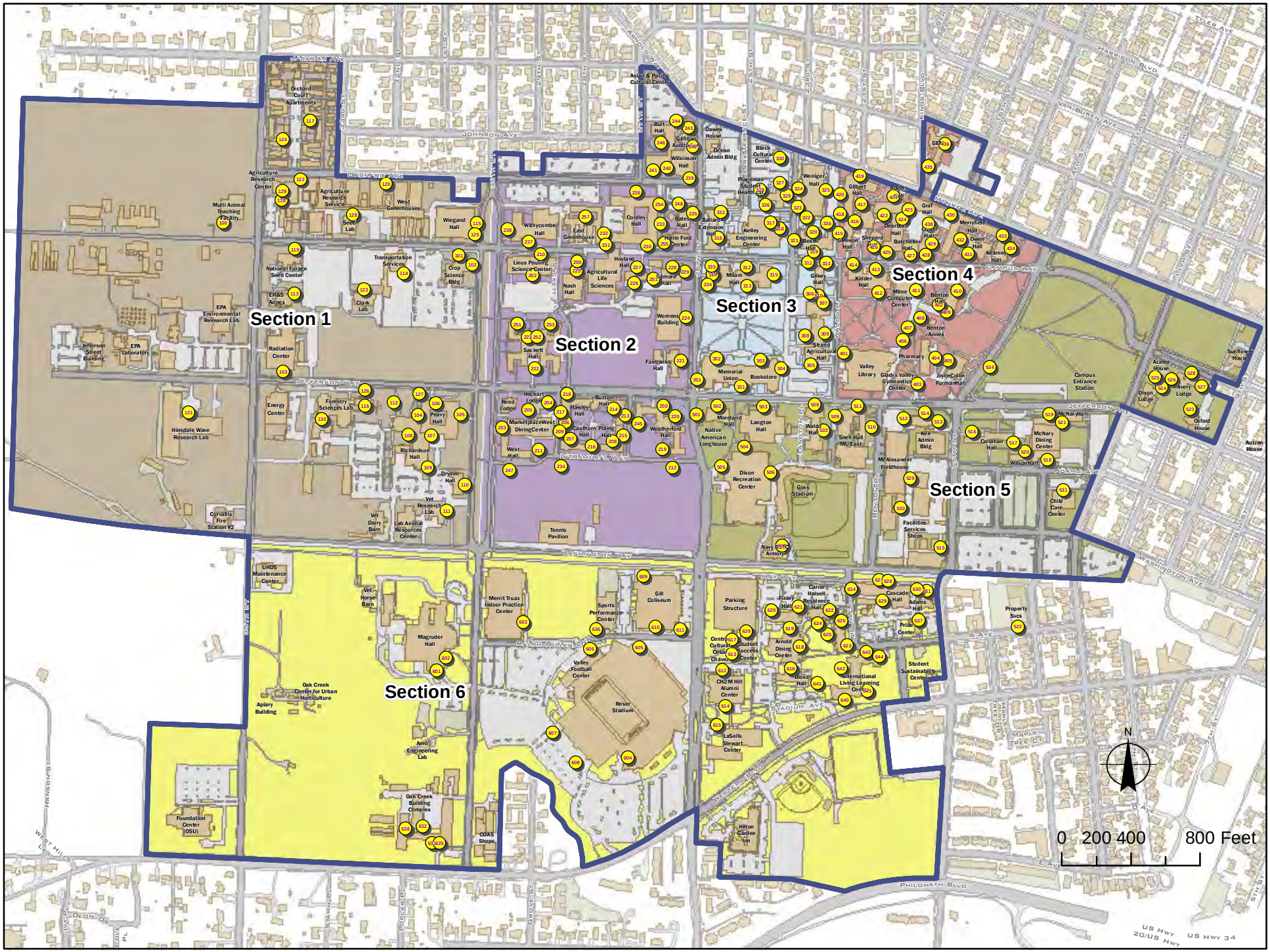
Appendices

A- Bicycle Parking Survey Detail Report

B- Map: Bike Parking Location ID

C- Bicycle Parking Survey Damage Report

OSU Campus Bicycle Parking Survey



Bicycle Parking Survey: 24-Oct-2012 (Wednesday)

Weather: 49 degrees / occasional showers /

	Total Group	Covered All	Uncovered All	All Hoop	All Wheel	All Other	Covered Hoop	Covered Wheel	Cover Other	Uncovered Hoop	Uncovered Wheel	Uncovered Other	Bike Locker	Not in Rack
Total														
Campus Total	56% 4163/7491	63% 1476/2326	49% 2538/5165	56% 2862/5156	49% 1115/2258	45% 35/77	69% 1138/1646	52% 325/630	22% 11/50	49% 1724/3510	49% 790/1628	89% 24/27	2/0	149
Campus Total	55% 4129/7491	58% 1341/2326	51% 2641/5165	55% 2828/5156	50% 1118/2258	45% 35/77	59% 974/1646	56% 354/630	24% 12/50	53% 1854/3510	47% 764/1628	85% 23/27	1/0	147
Sector														
A	0% 0/36	0% 0/4	0% 0/32	0% 0/36			0% 0/4			0% 0/32				
A	3% 1/36	25% 1/4	0% 0/32	3% 1/36			25% 1/4			0% 0/32				
B	36% 253/700	41% 181/440	24% 63/260	37% 166/445	31% 78/255		48% 120/250	32% 61/190		24% 46/195	26% 17/65			9
B	36% 253/700	31% 138/440	40% 104/260	36% 161/445	32% 81/255		27% 67/250	37% 71/190		48% 94/195	15% 10/65			11
C	57% 2816/4956	73% 928/1272	50% 1831/3684	58% 2247/3862	48% 490/1017	26% 20/77	77% 729/942	69% 194/280	6% 3/50	52% 1518/2920	40% 296/737	63% 17/27	2/0	57
C	57% 2803/4956	65% 831/1272	52% 1912/3684	57% 2215/3862	50% 505/1017	29% 22/77	66% 620/942	73% 204/280	12% 6/50	55% 1595/2920	41% 301/737	59% 16/27	1/0	60
D	75% 479/640	78% 59/76	70% 393/564	31% 8/26	70% 429/614	15/0	0% 0/2	69% 51/74	8/0	33% 8/24	70% 378/540	7/0		27
D	72% 458/640	79% 60/76	67% 376/564	27% 7/26	68% 416/614	13/0	50% 1/2	72% 53/74	6/0	25% 6/24	67% 363/540	7/0		22
E	43% 53/123	47% 51/109	7% 1/14	47% 51/109	7% 1/14		47% 51/109				7% 1/14			1
E	47% 58/123	51% 56/109	7% 1/14	51% 56/109	7% 1/14		51% 56/109				7% 1/14			1
F	34% 64/190	18% 13/72	30% 35/118	25% 29/118	26% 19/72		3% 1/40	38% 12/32		36% 28/78	18% 7/40			16
F	33% 63/190	22% 16/72	29% 34/118	23% 27/118	32% 23/72		0% 0/40	50% 16/32		35% 27/78	18% 7/40			13
G	59% 491/839	69% 244/353	43% 208/486	64% 361/560	33% 91/279		79% 237/299	13% 7/54		48% 124/261	37% 84/225			39
G	58% 489/839	68% 239/353	43% 210/486	64% 361/560	32% 88/279		77% 229/299	19% 10/54		51% 132/261	35% 78/225			40
X	100% 7/7		100% 7/7		100% 7/7						100% 7/7			
X	57% 4/7		57% 4/7		57% 4/7						57% 4/7			
Building														
14th St Bus Stop ()	80% 8/10		80% 8/10	80% 8/10						80% 8/10				
Adams Hall (0060)	22% 4/18	38% 3/8	10% 1/10	22% 4/18			38% 3/8			10% 1/10				
Agricultural Research Center (NInv-154)	22% 9/41	40% 8/20	10% 2/21	22% 9/41	2/0		40% 8/20			5% 1/21	2/0			
Agricultural Research Service (NInv-162)	36% 8/22		32% 7/22	32% 7/22						32% 7/22				1
Arnold Cafeteria (0058)	113% 9/8	100% 8/8		100% 8/8			100% 8/8							1
Arnold Cafeteria (0197)	67% 16/24	82% 14/17	43% 3/7	70% 7/10	64% 9/14		70% 7/10	100% 7/7			43% 3/7			1
Avery Lodge (0194)	103% 35/34	100% 34/34			100% 34/34			100% 34/34						2
Azalea House (0026)	71% 30/42	77% 27/35	14% 1/7		52% 22/42	8/0		60% 21/35	8/0		14% 1/7			2
Ballard Extension Hall (0067)	73% 88/120	84% 67/80	50% 20/40	70% 84/120	3/0		84% 67/80			43% 17/40	3/0			1
Batcheller Hall (0009)	50% 12/24		50% 12/24	50% 12/24						50% 12/24				
Bates Hall (Family Study Center) (0069)	69% 11/16		69% 11/16	69% 11/16						69% 11/16				
Benton Annex (Women's Center) (0029)	100% 2/2		100% 2/2	2/0	0% 0/2					2/0	0% 0/2			1
Benton Hall (0027)	33% 12/36		33% 12/36	38% 9/24	33% 4/12					38% 9/24	33% 4/12			
Bexel Hall (0018)	104% 50/48	104% 50/48		0% 0/48	50/0		0% 0/48	50/0						1
Bexell Hall (0018)	83% 88/106		82% 87/106	82% 87/106						82% 87/106				1
Black Cultural Center (0834)	17% 1/6		17% 1/6	17% 1/6						17% 1/6				
Bloss Hall (0198)	41% 39/94		41% 39/94		41% 39/94						41% 39/94			
Burt Hall (0068)	32% 24/74	0% 0/12	39% 24/62	39% 22/56	61% 11/18		0% 0/12			50% 22/44	61% 11/18			
Buxton Hall (0111)	88% 21/24		88% 21/24	88% 21/24						88% 21/24				
Callahan Hall (0192)	65% 143/219		62% 136/219	0% 0/10	62% 129/209	7/0				0% 0/10	62% 129/209	7/0		10
Carrie Halsell Hall (0204)	73% 95/130	92% 48/52	46% 36/78	64% 83/130			92% 48/52			46% 36/78				12
Cascade Hall (0058)	21% 6/28	30% 6/20	25% 2/8	21% 6/28			30% 6/20			25% 2/8				
Cauthorn Hall (0114)	91% 58/64		89% 57/64	98% 49/50	79% 11/14					98% 49/50	79% 11/14			1

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other		Covered Hoop		Covered Wheel		Cover Other		Uncovered Hoop		Uncovered Wheel		Uncovered Other		Bike Locker	Not in Rack
CH2M HIll Alumni Center (0201)	51%	23/45	56%	9/16	48%	14/29	40%	18/45		5/0			56%	9/16					31%	9/29		5/0				
Child Care Center (0188)	18%	2/11	29%	2/7	0%	0/4	17%	1/6	20%	1/5			50%	1/2	20%	1/5			0%	0/4						
Clark Laboratory (0088)	0%	0/3			0%	0/3			0%	0/3											0%	0/3				
Clock Tower (0146)	64%	55/86			64%	55/86	64%	55/86											64%	55/86						
Cordley Hall (0073)	35%	100/286	63%	37/59	28%	63/227	36%	65/182	36%	37/104			90%	9/10	57%	28/49			33%	56/172	16%	9/55				1
Covell Hall (0007)	79%	55/70			76%	53/70	76%	53/70											76%	53/70						2
Crop Science Bldg (0080)	27%	12/44	27%	12/44					27%	12/44					27%	12/44										
Dearborn Hall (0011)	82%	61/74	97%	33/34	78%	31/40	82%	61/74					97%	33/34					78%	31/40						
Dixon Recreation Center (0145)	46%	116/252	67%	48/72	39%	70/180	49%	116/238	0%	0/14			67%	48/72					42%	70/166	0%	0/14				2
Dryden Hall (0151)	42%	5/12	42%	5/12		4/0			42%	5/12					42%	5/12						4/0				
East Greenhouse (0074)	42%	5/12	42%	5/12					42%	5/12					42%	5/12										
Education Hall (0028)	90%	38/42			90%	38/42	90%	38/42											90%	38/42						
Energy Center (0078)	17%	1/6	17%	1/6					17%	1/6					17%	1/6										
Environmental Health & Safety Annex (0141)	100%	2/2	100%	2/2			100%	2/2					100%	2/2												
Fairbanks Hall (0087)	89%	16/18			78%	14/18			78%	14/18											78%	14/18				2
Finley Hall (0196)	28%	38/136	0%	0/40	38%	36/96			26%	36/136					0%	0/40					38%	36/96				2
GEM (0199)	83%	96/115	102%	49/48	66%	44/67	51%	59/115		34/0			102%	49/48					15%	10/67		34/0				3
Gilbert Hall (0015)	86%	76/88			86%	76/88	96%	48/50	74%	28/38									96%	48/50	74%	28/38				
Gilbert Hall Addition (0012)	89%	90/101	89%	90/101			101%	71/70	61%	19/31			101%	71/70	61%	19/31										
Gilkey Hall (0037)	67%	35/52			67%	35/52	85%	22/26	65%	17/26									85%	22/26	65%	17/26				
Gill Annex (0126)	30%	3/10			30%	3/10	30%	3/10											30%	3/10						
Gill Coliseum (0121)	58%	30/52	50%	16/32	40%	8/20	40%	8/20	50%	16/32					50%	16/32			40%	8/20						10
Gilmore Hall (0084)	32%	7/22			32%	7/22	0%	0/10	58%	7/12									0%	0/10	58%	7/12				
Gilmore Hall (0121)	69%	33/48			69%	33/48	69%	33/48											69%	33/48						
Gladys Valley Gymnastics Center (0033)	70%	21/30	70%	21/30			70%	21/30					70%	21/30												
Gleeson Hall (Chem Engr) (0016)	62%	31/50			62%	31/50	62%	31/50											62%	31/50						
Goss Stadium (0108)	3%	1/40			3%	1/40	3%	1/40											3%	1/40						
Hallie Ford (0073)	50%	8/16	100%	8/8	0%	0/8	0%	0/16		8/0			0%	0/8		8/0			0%	0/8						
Hawley Hall (0119)	106%	52/49	96%	25/26	91%	21/23	71%	35/49		11/0			54%	14/26		11/0			91%	21/23						6
Heckert Lodge (0116)	70%	53/76	93%	37/40	61%	22/36	70%	53/76					93%	37/40					61%	22/36						
Hinsdale WRL (0137)	25%	1/4	25%	1/4			25%	1/4					25%	1/4												
Hovland Hall (0092)	21%	10/47			21%	10/47	23%	9/40	29%	2/7									23%	9/40	29%	2/7				
ILLC (0207)	96%	243/254	92%	135/146	78%	84/108	86%	219/254					92%	135/146					78%	84/108						24
Kearney Hall (0001)	81%	55/68			79%	54/68	79%	54/68											79%	54/68						1
Kelley Engineering Center (0003)	53%	38/72	46%	22/48	79%	19/24	53%	38/72					46%	22/48					79%	19/24						2
Kerr Administration Bldg (0061)	56%	66/118	68%	62/91	15%	4/27			88%	56/64	19%	10/54			88%	56/64	22%	6/27					15%	4/27		
Key Shop (0048)	0%	0/3	0%	0/3					0%	0/3					0%	0/3										
Kidder Hall (0034)	75%	94/126			74%	93/126	78%	87/112	50%	7/14									78%	87/112	50%	7/14				4
Langton Hall (0105)	51%	39/76			50%	38/76	50%	38/76											50%	38/76						2
LaSells Stewart Center (0200)	38%	8/21			33%	7/21			33%	7/21											33%	7/21				1
Linus Pauling Science Center (0071)	54%	40/74			54%	40/74	54%	40/74											54%	40/74						
Magruder Hall (0153)	54%	42/78	54%	42/78			54%	42/78					54%	42/78												
McAlexander Filedhouse (0053)	17%	5/30	20%	2/10	10%	2/20	13%	4/30					20%	2/10					10%	2/20						1
McNary Hall (0190)	108%	115/106			103%	109/106			103%	109/106											103%	109/106				7
Memorial Union Bldg (0083)	90%	130/144	98%	47/48	76%	73/96	83%	120/144					98%	47/48					76%	73/96						10
Merrit Truax Indoor Practice Center (0142)	5%	1/20	5%	1/20			5%	1/20					5%	1/20												
Merryfield Hall (0002)	71%	5/7			71%	5/7			71%	5/7											71%	5/7				1
Milam Hall (0081)	48%	111/229	98%	47/48	44%	79/181	49%	93/188	51%	21/41			98%	47/48					41%	58/140	51%	21/41				1
Milne Computer Center (0020)	100%	18/18			94%	17/18	94%	17/18											94%	17/18						1
Moreland Hall (0106)	78%	25/32			75%	24/32	95%	19/20	42%	5/12									95%	19/20	42%	5/12				1
Multi Animal Teaching Facility (0364)	0%	0/32			0%	0/32	0%	0/32											0%	0/32						
Nash Hall (0021)	77%	101/132	96%	46/48	65%	55/84	77%	101/132					96%	46/48					65%	55/84						
National Forage Seed Center (NInv-156)	11%	4/36	11%	4/36				4/0	0%	0/36				4/0	0%	0/36										
Native American Longhouse (0107)	18%	2/11		2/0	0%	0/11			0%	0/11											0%	0/11			2/0	
Navy ROTC Armory (0117)	43%	6/14	43%	6/14					43%	6/14					43%	6/14										

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other		Covered Hoop		Covered Wheel		Cover Other		Uncovered Hoop		Uncovered Wheel		Uncovered Other		Bike Locker	Not in Rack
Oak Creek (0814)	0%	0/7			0%	0/7			0%	0/7											0%	0/7				
Oak Creek Building (0545)	36%	16/45	45%	14/31	7%	1/14	45%	14/31	7%	1/14			45%	14/31							7%	1/14				1
Orchard Court (0202)	104%	27/26	92%	24/26					92%	24/26					92%	24/26										3
Orchard Court Unit-B (0202-B)	19%	5/27			19%	5/27			19%	5/27											19%	5/27				
Owen Hall (0022)	56%	61/109	0%	0/23	67%	58/86	67%	58/86			0%	0/23					0%	0/23	67%	58/86						9
Oxford House (0220)	46%	16/35			46%	16/35			46%	16/35											46%	16/35				
Parking Structure (0058)	75%	18/24	75%	18/24			75%	18/24					75%	18/24												
Peavy Hall (0124)	43%	78/183	43%	54/126	93%	53/57	40%	70/176	86%	6/7			43%	54/126					98%	49/50	86%	6/7				5
Physical Plant Heating Plant (0056)	0%	0/7			0%	0/7			0%	0/7											0%	0/7				
Plageman Student Health CR (0062)	77%	54/70	106%	36/34	50%	18/36	100%	54/54	0%	0/16			106%	36/34					90%	18/20	0%	0/16				
Poling Hall (0112)	79%	92/116	106%	36/34	63%	52/82	152%	70/46	27%	19/70			110%	22/20	100%	14/14			192%	50/26	9%	5/56				6
Pride Center (0853)	71%	5/7	43%	3/7					43%	3/7					43%	3/7										2
Prop Svcs (0862)	100%	7/7			100%	7/7			100%	7/7											100%	7/7				
Radiation Center (0098)	64%	18/28	61%	17/28					61%	17/28					61%	17/28										2
Reed Lodge (0118)	17%	13/76	20%	8/40	28%	10/36	17%	13/76					20%	8/40					28%	10/36						
Reser Stadium (0120)	4%	3/71	0%	0/20	6%	3/51	4%	2/48	4%	1/23			0%	0/20					7%	2/28	4%	1/23				
Richardson Hall (0148)	40%	20/50	38%	15/40	50%	5/10	40%	20/50					38%	15/40					50%	5/10						
Rogers Hall (0019)	66%	23/35			63%	22/35	75%	21/28	29%	2/7									75%	21/28	29%	2/7				2
Sackett Hall (0096)	104%	28/27			96%	26/27			96%	26/27											96%	26/27				2
Seed Lab (0101)	0%	0/7			0%	0/7			0%	0/7											0%	0/7				
Shepard Hall (0014)	38%	5/13			38%	5/13			38%	5/13											38%	5/13				2
Shops (0045)	0%	0/6			0%	0/6	0%	0/6											0%	0/6						
Snell Hall/ MU East (0100)	24%	32/134	14%	10/74	37%	22/60	100%	6/6	8%	10/128		16/0			14%	10/74			100%	6/6	6%	3/54		16/0		
Strand Agricultural Hall (0038)	46%	83/181	84%	27/32	37%	55/149	107%	45/42	27%	37/139			84%	27/32					180%	18/10	27%	37/139				2
Student Legacy Park (0127)	11%	13/116			11%	13/116	11%	13/116											11%	13/116						
Student Legacy Park (127)	34%	11/32			34%	11/32	34%	11/32											34%	11/32						
Student Success Center (0206)	21%	9/43	53%	8/15	4%	1/28	21%	9/43					53%	8/15					4%	1/28						
Tennis Pavillion (0127)	22%	17/76	13%	5/40	31%	11/36	21%	16/76					13%	5/40					31%	11/36						1
The Valley Library (0036)	123%	118/96	147%	94/64	88%	28/32	122%	117/96					147%	94/64					88%	28/32						1
Transportation Services (0135)	50%	2/4	50%	2/4					50%	2/4					50%	2/4										
USDA Forestry Sciences Lab (2006)	33%	40/123	49%	37/76	6%	3/47	38%	28/74	27%	13/49			54%	26/48	46%	13/28			8%	2/26	5%	1/21				
Valley Football Center (0143)	86%	32/37			62%	23/37	85%	17/20	41%	7/17									85%	17/20	41%	7/17				9
Vet Research Lab (0154)	17%	1/6	17%	1/6					17%	1/6					17%	1/6										
Waldo Hall (0102)	125%	20/16			113%	18/16	110%	11/10	117%	7/6									110%	11/10	117%	7/6				2
Weatherford Hall (0109)	70%	63/90			62%	56/90	62%	56/90											62%	56/90						7
Weniger Hall (0017)	67%	120/178			67%	119/178	79%	101/128	50%	25/50									79%	101/128	50%	25/50				1
West Dining Hall (0113)	100%	16/16			100%	16/16	100%	16/16											100%	16/16						
West Hall (0115)	123%	49/40	128%	41/32	88%	7/8	120%	48/40					128%	41/32					88%	7/8						1
Wiegand Hall (0128)	54%	43/80	100%	14/14	45%	30/66	53%	42/80					100%	14/14					45%	30/66						2
Wilkinson Hall/Gilfillan Aud (0070)	91%	126/139			87%	121/139	86%	67/78	89%	54/61									86%	67/78	89%	54/61				6
Wilson Hall (0191)	74%	136/183			69%	126/183			69%	126/183											69%	126/183				10
Withycombe Hall (0075)	41%	28/69	53%	10/19	46%	23/50	46%	23/50	53%	10/19					53%	10/19			46%	23/50						
Womens Bldg (0086)	56%	37/66			56%	37/66	56%	37/66											56%	37/66						

Location

14th St Bus Stop() - {ID 534}	80%	8/10			80%	8/10	80%	8/10											80%	8/10						
14th St Bus Stop() - {ID 534}	60%	6/10			60%	6/10	60%	6/10											60%	6/10						
Adams Hall(0060) -N {ID 631}	38%	3/8	38%	3/8			38%	3/8					38%	3/8												
Adams Hall(0060) -N {ID 631}	38%	3/8	38%	3/8			38%	3/8					38%	3/8												
Adams Hall(0060) -NW {ID 630}	10%	1/10			10%	1/10	10%	1/10											10%	1/10						
Adams Hall(0060) -NW {ID 630}	10%	1/10			10%	1/10	10%	1/10											10%	1/10						
Agricultural Research Center(NInv-154) -S {ID 118}	27%	7/26	35%	7/20	0%	0/6	27%	7/26					35%	7/20					0%	0/6						
Agricultural Research Center(NInv-154) -S {ID 118}	35%	9/26	40%	8/20	17%	1/6	35%	9/26					40%	8/20					17%	1/6						
Agricultural Research Center(NInv-154) -W {ID 129}	13%	2/15			13%	2/15	0%	0/15		2/0									0%	0/15		2/0				
Agricultural Research Center(NInv-154) -W {ID 129}	0%	0/15			0%	0/15	0%	0/15											0%	0/15						

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other	Covered Hoop		Covered Wheel		Cover Other	Uncovered Hoop		Uncovered Wheel		Uncovered Other	Bike Locker	Not in Rack
Agricultural Research Service(NInv-162) -W {ID 122}	36%	8/22			32%	7/22	32%	7/22									32%	7/22					1
Agricultural Research Service(NInv-162) -W {ID 122}	36%	8/22			32%	7/22	32%	7/22									32%	7/22					1
Arnold Cafeteria(0058) -NE {ID 634}	113%	9/8	100%	8/8			100%	8/8				100%	8/8										1
Arnold Cafeteria(0058) -NE {ID 634}	100%	8/8	100%	8/8			100%	8/8				100%	8/8										
Arnold Cafeteria(0197) -N {ID 619}	43%	3/7			43%	3/7			43%	3/7									43%	3/7			
Arnold Cafeteria(0197) -N {ID 619}	14%	1/7			14%	1/7			14%	1/7									14%	1/7			
Arnold Cafeteria(0197) -SE {ID 618}	71%	12/17	71%	12/17			60%	6/10	86%	6/7		60%	6/10	86%	6/7								
Arnold Cafeteria(0197) -SE {ID 618}	88%	15/17	82%	14/17			70%	7/10	100%	7/7		70%	7/10	100%	7/7								1
Avery Lodge(0194) -E {ID 527}	103%	35/34	100%	34/34					100%	34/34				100%	34/34								1
Avery Lodge(0194) -E {ID 527}	97%	33/34	91%	31/34					91%	31/34				91%	31/34								2
Azalea House(0026) -E {ID 526}	29%	6/21	29%	6/21					29%	6/21				29%	6/21								
Azalea House(0026) -E {ID 526}	38%	8/21	33%	7/21					33%	7/21				33%	7/21								1
Azalea House(0026) -S {ID 524}	136%	19/14	136%	19/14					79%	11/14	8/0			79%	11/14	8/0							
Azalea House(0026) -S {ID 524}	150%	21/14	143%	20/14					100%	14/14	6/0			100%	14/14	6/0							1
Azalea House(0026) -SW {ID 525}	14%	1/7			14%	1/7			14%	1/7									14%	1/7			
Azalea House(0026) -SW {ID 525}	14%	1/7			14%	1/7			14%	1/7									14%	1/7			
Ballard Extension Hall(0067) -E {ID 316}	85%	85/100	84%	67/80	85%	17/20	84%	84/100				84%	67/80				85%	17/20					1
Ballard Extension Hall(0067) -E {ID 316}	81%	81/100	80%	64/80	85%	17/20	81%	81/100				80%	64/80				85%	17/20					
Ballard Extension Hall(0067) -NE {ID 332}	15%	3/20			15%	3/20	0%	0/20		3/0							0%	0/20		3/0			
Ballard Extension Hall(0067) -NE {ID 332}	10%	2/20			10%	2/20	0%	0/20		2/0							0%	0/20		2/0			
Batcheller Hall(0009) -S {ID 427}	50%	12/24			50%	12/24	50%	12/24									50%	12/24					
Batcheller Hall(0009) -S {ID 427}	38%	9/24			38%	9/24	38%	9/24									38%	9/24					
Bates Hall (Family Study Center)(0069) -E {ID 235}	67%	4/6			67%	4/6	67%	4/6									67%	4/6					
Bates Hall (Family Study Center)(0069) -E {ID 235}	100%	6/6			100%	6/6	100%	6/6									100%	6/6					
Bates Hall (Family Study Center)(0069) -N {ID 248}	20%	2/10			20%	2/10	20%	2/10									20%	2/10					
Bates Hall (Family Study Center)(0069) -N {ID 248}	50%	5/10			50%	5/10	50%	5/10									50%	5/10					
Benton Annex (Women's Center)(0029) -W {ID 408}	100%	2/2			100%	2/2		2/0	0%	0/2								2/0	0%	0/2			
Benton Annex (Women's Center)(0029) -W {ID 408}	50%	1/2			0%	0/2			0%	0/2									0%	0/2			1
Benton Hall(0027) -N {ID 410}	36%	5/14			36%	5/14	36%	5/14									36%	5/14					
Benton Hall(0027) -N {ID 410}	43%	6/14			43%	6/14	43%	6/14									43%	6/14					
Benton Hall(0027) -S {ID 409}	33%	4/12			33%	4/12			33%	4/12									33%	4/12			
Benton Hall(0027) -S {ID 409}	25%	3/12			25%	3/12			25%	3/12									25%	3/12			
Benton Hall(0027) -W {ID 402}	30%	3/10			30%	3/10	30%	3/10									30%	3/10					
Benton Hall(0027) -W {ID 402}	30%	3/10			30%	3/10	30%	3/10									30%	3/10					
Bexel Hall(0018) -N {ID 336}	104%	50/48	104%	50/48			0%	0/48		50/0		0%	0/48		50/0								
Bexel Hall(0018) -N {ID 336}	100%	48/48	98%	47/48			0%	0/48		47/0		0%	0/48		47/0								1
Bexell Hall(0018) -N {ID 320}	75%	30/40			75%	30/40	75%	30/40									75%	30/40					
Bexell Hall(0018) -N {ID 320}	68%	27/40			68%	27/40	68%	27/40									68%	27/40					
Bexell Hall(0018) -S {ID 319}	78%	28/36			78%	28/36	78%	28/36									78%	28/36					
Bexell Hall(0018) -S {ID 319}	119%	43/36			117%	42/36	117%	42/36									117%	42/36					1
Bexell Hall(0018) -W {ID 321}	47%	14/30			47%	14/30	47%	14/30									47%	14/30					
Bexell Hall(0018) -W {ID 321}	60%	18/30			60%	18/30	60%	18/30									60%	18/30					
Black Cultural Center(0834) -W {ID 330}	0%	0/6			0%	0/6	0%	0/6									0%	0/6					
Black Cultural Center(0834) -W {ID 330}	17%	1/6			17%	1/6	17%	1/6									17%	1/6					
Bloss Hall(0198) -N {ID 616}	41%	39/94			41%	39/94			41%	39/94									41%	39/94			
Bloss Hall(0198) -N {ID 616}	35%	33/94			35%	33/94			35%	33/94									35%	33/94			
Burt Hall(0068) -N {ID 244}	67%	8/12	0%	0/12		8/0	67%	8/12				0%	0/12					8/0					
Burt Hall(0068) -N {ID 244}	42%	5/12	0%	0/12		5/0	42%	5/12				0%	0/12					5/0					
Burt Hall(0068) -S {ID 241}	3%	1/30			3%	1/30	0%	0/30		1/0							0%	0/30		1/0			
Burt Hall(0068) -S {ID 241}	27%	8/30			27%	8/30	0%	0/30		8/0							0%	0/30		8/0			
Burt Hall(0068) -SW {ID 256}	6%	1/18			6%	1/18			6%	1/18									6%	1/18			
Burt Hall(0068) -SW {ID 256}	17%	3/18			17%	3/18			17%	3/18									17%	3/18			
Burt Hall(0068) -W {ID 246}	100%	14/14			100%	14/14	100%	14/14									100%	14/14					
Burt Hall(0068) -W {ID 246}	57%	8/14			57%	8/14	57%	8/14									57%	8/14					
Buxton Hall(0111) -E {ID 213}	133%	16/12			133%	16/12	133%	16/12									133%	16/12					

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other	Covered Hoop		Covered Wheel		Cover Other	Uncovered Hoop		Uncovered Wheel		Uncovered Other	Bike Locker	Not in Rack
Buxton Hall(0111) -E {ID 213}	108%	13/12			108%	13/12	108%	13/12									108%	13/12					
Buxton Hall(0111) -W {ID 214}	42%	5/12			42%	5/12	42%	5/12									42%	5/12					
Buxton Hall(0111) -W {ID 214}	42%	5/12			42%	5/12	42%	5/12									42%	5/12					
Callahan Hall(0192) -N {ID 516}	60%	122/202			55%	112/202			55%	112/202									55%	112/202			10
Callahan Hall(0192) -N {ID 516}	57%	116/202			57%	116/202			57%	116/202									57%	116/202			
Callahan Hall(0192) -SE {ID 517}	124%	21/17			124%	21/17	0%	0/10	200%	14/7	7/0						0%	0/10	200%	14/7	7/0		
Callahan Hall(0192) -SE {ID 517}	124%	21/17			118%	20/17	0%	0/10	186%	13/7	7/0						0%	0/10	186%	13/7	7/0		1
Carrie Halsell Hall(0204) -E {ID 626}	115%	23/20	100%	20/20			100%	20/20				100%	20/20										3
Carrie Halsell Hall(0204) -E {ID 626}	115%	23/20	95%	19/20			95%	19/20				95%	19/20										4
Carrie Halsell Hall(0204) -N {ID 622}	109%	24/22	82%	18/22			82%	18/22				82%	18/22										6
Carrie Halsell Hall(0204) -N {ID 622}	118%	26/22	86%	19/22			86%	19/22				86%	19/22										7
Carrie Halsell Hall(0204) -S {ID 623}	61%	11/18			61%	11/18	61%	11/18									61%	11/18					
Carrie Halsell Hall(0204) -S {ID 623}	83%	15/18			83%	15/18	83%	15/18									83%	15/18					
Carrie Halsell Hall(0204) -SW {ID 625}	120%	12/10	100%	10/10			100%	10/10				100%	10/10										2
Carrie Halsell Hall(0204) -SW {ID 625}	100%	10/10	90%	9/10			90%	9/10				90%	9/10										1
Carrie Halsell Hall(0204) -W {ID 624}	38%	23/60			38%	23/60	38%	23/60									38%	23/60					
Carrie Halsell Hall(0204) -W {ID 624}	35%	21/60			35%	21/60	35%	21/60									35%	21/60					
Cascade Hall(0058) -N {ID 627}	21%	6/28	30%	6/20	0%	0/8	21%	6/28				30%	6/20				0%	0/8					
Cascade Hall(0058) -N {ID 627}	14%	4/28	10%	2/20	25%	2/8	14%	4/28				10%	2/20				25%	2/8					
Cauthorn Hall(0114) -E {ID 207}	79%	11/14			79%	11/14			79%	11/14									79%	11/14			
Cauthorn Hall(0114) -E {ID 207}	57%	8/14			57%	8/14			57%	8/14									57%	8/14			
Cauthorn Hall(0114) -W {ID 209}	86%	43/50			86%	43/50	86%	43/50									86%	43/50					
Cauthorn Hall(0114) -W {ID 209}	100%	50/50			98%	49/50	98%	49/50									98%	49/50					1
CH2M HIll Alumni Center(0201) -N {ID 612}	36%	9/25	31%	5/16	44%	4/9	36%	9/25				31%	5/16				44%	4/9					
CH2M HIll Alumni Center(0201) -N {ID 612}	72%	18/25	56%	9/16	100%	9/9	72%	18/25				56%	9/16				100%	9/9					
CH2M HIll Alumni Center(0201) -S {ID 614}	5%	1/20			5%	1/20	0%	0/20		1/0							0%	0/20		1/0			
CH2M HIll Alumni Center(0201) -S {ID 614}	25%	5/20			25%	5/20	0%	0/20		5/0							0%	0/20		5/0			
Child Care Center(0188) -N {ID 531}	0%	0/11	0%	0/7	0%	0/4	0%	0/6	0%	0/5		0%	0/2	0%	0/5		0%	0/4					
Child Care Center(0188) -N {ID 531}	18%	2/11	29%	2/7	0%	0/4	17%	1/6	20%	1/5		50%	1/2	20%	1/5		0%	0/4					
Clark Laboratory(0088) -N {ID 123}	0%	0/3			0%	0/3			0%	0/3									0%	0/3			
Clark Laboratory(0088) -N {ID 123}	0%	0/3			0%	0/3			0%	0/3									0%	0/3			
Clock Tower(0146) -N {ID 407}	20%	6/30			20%	6/30	20%	6/30									20%	6/30					
Clock Tower(0146) -N {ID 407}	57%	17/30			57%	17/30	57%	17/30									57%	17/30					
Clock Tower(0146) -S {ID 406}	55%	31/56			55%	31/56	55%	31/56									55%	31/56					
Clock Tower(0146) -S {ID 406}	68%	38/56			68%	38/56	68%	38/56									68%	38/56					
Cordley Hall(0073) -E {ID 233}	61%	46/75	84%	26/31	43%	19/44	80%	24/30	47%	21/45		90%	9/10	81%	17/21		75%	15/20	17%	4/24			1
Cordley Hall(0073) -E {ID 233}	51%	38/75	74%	23/31	34%	15/44	80%	24/30	31%	14/45		90%	9/10	67%	14/21		75%	15/20	0%	0/24			
Cordley Hall(0073) -ENE {ID 254}	24%	5/21	24%	5/21					24%	5/21				24%	5/21								
Cordley Hall(0073) -ENE {ID 254}	38%	8/21	38%	8/21					38%	8/21				38%	8/21								
Cordley Hall(0073) -N {ID 236}	21%	3/14			21%	3/14			21%	3/14									21%	3/14			
Cordley Hall(0073) -N {ID 236}	64%	9/14			64%	9/14			64%	9/14									64%	9/14			
Cordley Hall(0073) -S {ID 230}	8%	5/66	71%	5/7	0%	0/59	0%	0/42	21%	5/24				71%	5/7		0%	0/42	0%	0/17			
Cordley Hall(0073) -S {ID 230}	9%	6/66	86%	6/7	0%	0/59	0%	0/42	25%	6/24				86%	6/7		0%	0/42	0%	0/17			
Cordley Hall(0073) -W {ID 232}	37%	41/110			37%	41/110	37%	41/110									37%	41/110					
Cordley Hall(0073) -W {ID 232}	25%	27/110			25%	27/110	25%	27/110									25%	27/110					
Covell Hall(0007) -E {ID 429}	100%	10/10			100%	10/10	100%	10/10									100%	10/10					
Covell Hall(0007) -E {ID 429}	70%	7/10			70%	7/10	70%	7/10									70%	7/10					
Covell Hall(0007) -N {ID 438}	80%	16/20			80%	16/20	80%	16/20									80%	16/20					
Covell Hall(0007) -N {ID 438}	80%	16/20			80%	16/20	80%	16/20									80%	16/20					
Covell Hall(0007) -S {ID 428}	43%	17/40			43%	17/40	43%	17/40									43%	17/40					
Covell Hall(0007) -S {ID 428}	80%	32/40			75%	30/40	75%	30/40									75%	30/40					2
Crop Science Bldg(0080) -E {ID 102}	18%	3/17	18%	3/17					18%	3/17				18%	3/17								
Crop Science Bldg(0080) -E {ID 102}	24%	4/17	24%	4/17					24%	4/17				24%	4/17								
Crop Science Bldg(0080) -N {ID 101}	22%	6/27	22%	6/27					22%	6/27				22%	6/27								
Crop Science Bldg(0080) -N {ID 101}	30%	8/27	30%	8/27					30%	8/27				30%	8/27								

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other	Covered Hoop		Covered Wheel		Cover Other	Uncovered Hoop		Uncovered Wheel		Uncovered Other	Bike Locker	Not in Rack
Dearborn Hall(0011) -NW {ID 424}	97%	33/34	97%	33/34			97%	33/34				97%	33/34										
Dearborn Hall(0011) -NW {ID 424}	85%	29/34	85%	29/34			85%	29/34				85%	29/34										
Dearborn Hall(0011) -S {ID 425}	70%	28/40			70%	28/40	70%	28/40									70%	28/40					
Dearborn Hall(0011) -S {ID 425}	78%	31/40			78%	31/40	78%	31/40									78%	31/40					
Dixon Recreation Center(0145) -E {ID 506}	38%	45/120	58%	23/40	28%	22/80	38%	45/120				58%	23/40				28%	22/80					
Dixon Recreation Center(0145) -E {ID 506}	46%	55/120	60%	24/40	39%	31/80	46%	55/120				60%	24/40				39%	31/80					
Dixon Recreation Center(0145) -N {ID 504}	0%	0/14			0%	0/14			0%	0/14									0%	0/14			
Dixon Recreation Center(0145) -N {ID 504}	0%	0/14			0%	0/14			0%	0/14									0%	0/14			
Dixon Recreation Center(0145) -W {ID 505}	46%	54/118	78%	25/32	31%	27/86	44%	52/118				78%	25/32				31%	27/86					2
Dixon Recreation Center(0145) -W {ID 505}	52%	61/118	69%	22/32	45%	39/86	52%	61/118				69%	22/32				45%	39/86					
Dryden Hall(0151) -E {ID 110}	33%	4/12	0%	0/12		4/0			33%	4/12				0%	0/12					4/0			
Dryden Hall(0151) -E {ID 110}	42%	5/12	42%	5/12					42%	5/12				42%	5/12								
East Greenhouse(0074) -N {ID 257}	42%	5/12	42%	5/12					42%	5/12				42%	5/12								
East Greenhouse(0074) -N {ID 257}	33%	4/12	33%	4/12					33%	4/12				33%	4/12								
Education Hall(0028) -W {ID 405}	90%	38/42			90%	38/42	90%	38/42									90%	38/42					
Education Hall(0028) -W {ID 405}	69%	29/42			69%	29/42	69%	29/42									69%	29/42					
Energy Center(0078) -E {ID 131}	0%	0/6	0%	0/6					0%	0/6				0%	0/6								
Energy Center(0078) -E {ID 131}	17%	1/6	17%	1/6					17%	1/6				17%	1/6								
Environmental Health & Safety Annex(0141) -NE {ID	100%	2/2	100%	2/2			100%	2/2				100%	2/2										
Environmental Health & Safety Annex(0141) -NE {ID	100%	2/2	100%	2/2			100%	2/2				100%	2/2										
Fairbanks Hall(0087) -E {ID 221}	89%	16/18			78%	14/18			78%	14/18									78%	14/18			2
Fairbanks Hall(0087) -E {ID 221}	72%	13/18			72%	13/18			72%	13/18									72%	13/18			
Finley Hall(0196) -N {ID 621}	28%	17/61	0%	0/40	81%	17/21			28%	17/61				0%	0/40				81%	17/21			
Finley Hall(0196) -N {ID 621}	28%	17/61	0%	0/40	81%	17/21			28%	17/61				0%	0/40				81%	17/21			
Finley Hall(0196) -W {ID 620}	25%	19/75			23%	17/75			23%	17/75									23%	17/75			2
Finley Hall(0196) -W {ID 620}	28%	21/75			25%	19/75			25%	19/75									25%	19/75			2
GEM(0199) -N {ID 436}	62%	34/55			62%	34/55	0%	0/55		34/0							0%	0/55		34/0			
GEM(0199) -N {ID 436}	56%	31/55			56%	31/55	0%	0/55		31/0							0%	0/55		31/0			
GEM(0199) -S {ID 435}	103%	62/60	102%	49/48	83%	10/12	98%	59/60				102%	49/48				83%	10/12					3
GEM(0199) -S {ID 435}	95%	57/60	100%	48/48	67%	8/12	93%	56/60				100%	48/48				67%	8/12					1
Gilbert Hall Addition(0012) -N {ID 417}	27%	19/70	27%	19/70			0%	0/70		19/0		0%	0/70		19/0								
Gilbert Hall Addition(0012) -N {ID 417}	26%	18/70	26%	18/70			0%	0/70		18/0		0%	0/70		18/0								
Gilbert Hall Addition(0012) -W {ID 416}	229%	71/31	229%	71/31				71/0	0%	0/31			71/0	0%	0/31								
Gilbert Hall Addition(0012) -W {ID 416}	219%	68/31	219%	68/31				68/0	0%	0/31			68/0	0%	0/31								
Gilbert Hall(0015) -N {ID 419}	75%	6/8			75%	6/8	75%	6/8									75%	6/8					
Gilbert Hall(0015) -N {ID 419}	63%	5/8			63%	5/8	63%	5/8									63%	5/8					
Gilbert Hall(0015) -S {ID 418}	67%	28/42			67%	28/42	67%	28/42									67%	28/42					
Gilbert Hall(0015) -S {ID 418}	102%	43/42			102%	43/42	102%	43/42									102%	43/42					
Gilbert Hall(0015) -W {ID 420}	29%	11/38			29%	11/38			29%	11/38									29%	11/38			
Gilbert Hall(0015) -W {ID 420}	74%	28/38			74%	28/38			74%	28/38									74%	28/38			
Gilkey Hall(0037) -NE {ID 333}	43%	6/14			43%	6/14			43%	6/14									43%	6/14			
Gilkey Hall(0037) -NE {ID 333}	50%	7/14			50%	7/14			50%	7/14									50%	7/14			
Gilkey Hall(0037) -NW {ID 311}	42%	5/12			42%	5/12			42%	5/12									42%	5/12			
Gilkey Hall(0037) -NW {ID 311}	83%	10/12			83%	10/12			83%	10/12									83%	10/12			
Gilkey Hall(0037) -S {ID 310}	85%	22/26			85%	22/26	85%	22/26									85%	22/26					
Gilkey Hall(0037) -S {ID 310}	69%	18/26			69%	18/26	69%	18/26									69%	18/26					
Gill Annex(0126) -SW {ID 636}	30%	3/10			30%	3/10	30%	3/10									30%	3/10					
Gill Annex(0126) -SW {ID 636}	30%	3/10			30%	3/10	30%	3/10									30%	3/10					
Gill Coliseum(0121) -N {ID 609}	39%	7/18	28%	5/18					28%	5/18				28%	5/18								2
Gill Coliseum(0121) -N {ID 609}	56%	10/18	44%	8/18					44%	8/18				44%	8/18								2
Gill Coliseum(0121) -S {ID 610}	214%	15/7	100%	7/7					100%	7/7				100%	7/7								8
Gill Coliseum(0121) -S {ID 610}	143%	10/7	114%	8/7					114%	8/7				114%	8/7								2
Gill Coliseum(0121) -SE {ID 611}	30%	8/27	0%	0/7	40%	8/20	40%	8/20	0%	0/7				0%	0/7		40%	8/20					
Gill Coliseum(0121) -SE {ID 611}	19%	5/27	0%	0/7	25%	5/20	25%	5/20	0%	0/7				0%	0/7		25%	5/20					
Gilmore Hall(0084) -E {ID 229}	60%	6/10			60%	6/10	0%	0/10		6/0							0%	0/10		6/0			

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other		Covered Hoop		Covered Wheel		Cover Other		Uncovered Hoop		Uncovered Wheel		Uncovered Other		Bike Locker	Not in Rack
Gilmore Hall(0084) -E {ID 229}	50%	5/10			50%	5/10	0%	0/10		5/0									0%	0/10		5/0				
Gilmore Hall(0084) -N {ID 228}	8%	1/12			8%	1/12			8%	1/12											8%	1/12				
Gilmore Hall(0084) -N {ID 228}	0%	0/12			0%	0/12			0%	0/12											0%	0/12				
Gilmore Hall(0121) -W {ID 201}	69%	33/48			69%	33/48	69%	33/48											69%	33/48						
Gilmore Hall(0121) -W {ID 201}	56%	27/48			56%	27/48	56%	27/48											56%	27/48						
Gladys Valley Gymnastics Center(0033) -E {ID 403}	70%	21/30	70%	21/30			70%	21/30					70%	21/30												
Gladys Valley Gymnastics Center(0033) -E {ID 403}	43%	13/30	43%	13/30			43%	13/30					43%	13/30												
Gleeson Hall (Chem Engr)(0016) -W {ID 415}	50%	25/50			50%	25/50	50%	25/50											50%	25/50						
Gleeson Hall (Chem Engr)(0016) -W {ID 415}	62%	31/50			62%	31/50	62%	31/50											62%	31/50						
Goss Stadium(0108) -SW {ID 521}	3%	1/40			3%	1/40	3%	1/40											3%	1/40						
Goss Stadium(0108) -SW {ID 521}	0%	0/40			0%	0/40	0%	0/40											0%	0/40						
Hallie Ford(0073) -SE {ID 255}	50%	8/16	100%	8/8	0%	0/8	0%	0/16		8/0			0%	0/8		8/0			0%	0/8						
Hallie Ford(0073) -SE {ID 255}	31%	5/16	63%	5/8	0%	0/8	0%	0/16		5/0			0%	0/8		5/0			0%	0/8						
Hawley Hall(0119) -N {ID 218}																										
Hawley Hall(0119) -N {ID 218}																										
Hawley Hall(0119) -S {ID 206}	150%	15/10	90%	9/10			0%	0/10		9/0			0%	0/10		9/0										6
Hawley Hall(0119) -S {ID 206}	160%	16/10	110%	11/10			0%	0/10		11/0			0%	0/10		11/0										5
Hawley Hall(0119) -S {ID 259}	75%	12/16	75%	12/16			75%	12/16					75%	12/16												
Hawley Hall(0119) -S {ID 259}	88%	14/16	88%	14/16			88%	14/16					88%	14/16												
Hawley Hall(0119) -W {ID 217}	70%	16/23			70%	16/23	70%	16/23											70%	16/23						
Hawley Hall(0119) -W {ID 217}	96%	22/23			91%	21/23	91%	21/23											91%	21/23						1
Heckert Lodge(0116) -E {ID 204}	70%	45/64	93%	37/40	33%	8/24	70%	45/64					93%	37/40					33%	8/24						
Heckert Lodge(0116) -E {ID 204}	67%	43/64	78%	31/40	50%	12/24	67%	43/64					78%	31/40					50%	12/24						
Heckert Lodge(0116) -N {ID 205}	42%	5/12			42%	5/12	42%	5/12											42%	5/12						
Heckert Lodge(0116) -N {ID 205}	83%	10/12			83%	10/12	83%	10/12											83%	10/12						
Hinsdale WRL(0137) -N {ID 121}	0%	0/4	0%	0/4			0%	0/4					0%	0/4												
Hinsdale WRL(0137) -N {ID 121}	25%	1/4	25%	1/4			25%	1/4					25%	1/4												
Hovland Hall(0092) -N {ID 227}	5%	1/20			5%	1/20	5%	1/20											5%	1/20						
Hovland Hall(0092) -N {ID 227}	0%	0/20			0%	0/20	0%	0/20											0%	0/20						
Hovland Hall(0092) -S {ID 226}	33%	9/27			33%	9/27	35%	7/20	29%	2/7									35%	7/20	29%	2/7				
Hovland Hall(0092) -S {ID 226}	33%	9/27			33%	9/27	45%	9/20	0%	0/7									45%	9/20	0%	0/7				
ILLC(0207) -N {ID 643}	125%	35/28			93%	26/28	93%	26/28											93%	26/28						9
ILLC(0207) -N {ID 643}	154%	43/28			96%	27/28	96%	27/28											96%	27/28						16
ILLC(0207) -NE {ID 644}	156%	25/16	100%	16/16			100%	16/16					100%	16/16												9
ILLC(0207) -NE {ID 644}	156%	25/16	125%	20/16			125%	20/16					125%	20/16												5
ILLC(0207) -S {ID 640}	80%	24/30	80%	24/30			80%	24/30					80%	24/30												
ILLC(0207) -S {ID 640}	93%	28/30	93%	28/30			93%	28/30					93%	28/30												
ILLC(0207) -SE {ID 645}	75%	12/16			75%	12/16	75%	12/16											75%	12/16						
ILLC(0207) -SE {ID 645}	75%	12/16			75%	12/16	75%	12/16											75%	12/16						
ILLC(0207) -SW {ID 641}	86%	126/146	95%	95/100	67%	31/46	86%	126/146					95%	95/100					67%	31/46						
ILLC(0207) -SW {ID 641}	77%	113/146	86%	86/100	59%	27/46	77%	113/146					86%	86/100					59%	27/46						
ILLC(0207) -W {ID 642}	117%	21/18			83%	15/18	83%	15/18											83%	15/18						6
ILLC(0207) -W {ID 642}	111%	20/18			100%	18/18	100%	18/18											100%	18/18						2
Kearney Hall(0001) -E {ID 434}	68%	34/50			68%	34/50	68%	34/50											68%	34/50						
Kearney Hall(0001) -E {ID 434}	80%	40/50			78%	39/50	78%	39/50											78%	39/50						1
Kearney Hall(0001) -N {ID 433}	78%	14/18			78%	14/18	78%	14/18											78%	14/18						
Kearney Hall(0001) -N {ID 433}	83%	15/18			83%	15/18	83%	15/18											83%	15/18						
Kelley Engineering Center(0003) -E {ID 318}	50%	24/48	46%	22/48			46%	22/48					46%	22/48												2
Kelley Engineering Center(0003) -E {ID 318}	40%	19/48	40%	19/48			40%	19/48					40%	19/48												
Kelley Engineering Center(0003) -NE {ID 317}	54%	13/24			54%	13/24	54%	13/24											54%	13/24						
Kelley Engineering Center(0003) -NE {ID 317}	79%	19/24			79%	19/24	79%	19/24											79%	19/24						
Kerr Administration Bldg(0061) -E {ID 513}	41%	22/54	78%	21/27	4%	1/27				18/0	7%	4/54				18/0	11%	3/27					4%	1/27		
Kerr Administration Bldg(0061) -E {ID 513}	57%	31/54	100%	27/27	15%	4/27				21/0	19%	10/54				21/0	22%	6/27					15%	4/27		
Kerr Administration Bldg(0061) -W {ID 512}	36%	23/64	36%	23/64					36%	23/64					36%	23/64										
Kerr Administration Bldg(0061) -W {ID 512}	55%	35/64	55%	35/64					55%	35/64					55%	35/64										

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other	Covered Hoop		Covered Wheel		Cover Other	Uncovered Hoop		Uncovered Wheel		Uncovered Other	Bike Locker	Not in Rack
Key Shop(0048) -S {ID 515}	0%	0/3	0%	0/3					0%	0/3				0%	0/3								
Key Shop(0048) -S {ID 515}	0%	0/3	0%	0/3					0%	0/3				0%	0/3								
Kidder Hall(0034) -N {ID 413}	78%	70/90			77%	69/90	83%	63/76	43%	6/14							83%	63/76	43%	6/14			1
Kidder Hall(0034) -N {ID 413}	56%	50/90			52%	47/90	53%	40/76	50%	7/14							53%	40/76	50%	7/14			3
Kidder Hall(0034) -S {ID 412}	81%	21/26			81%	21/26	81%	21/26									81%	21/26					
Kidder Hall(0034) -S {ID 412}	88%	23/26			88%	23/26	88%	23/26									88%	23/26					
Kidder Hall(0034) -W {ID 414}	30%	3/10			30%	3/10	30%	3/10									30%	3/10					
Kidder Hall(0034) -W {ID 414}	60%	6/10			50%	5/10	50%	5/10									50%	5/10					1
Langton Hall(0105) -N {ID 503}	50%	38/76			50%	38/76	50%	38/76									50%	38/76					
Langton Hall(0105) -N {ID 503}	51%	39/76			49%	37/76	49%	37/76									49%	37/76					2
LaSells Stewart Center(0200) -N {ID 615}	38%	8/21			33%	7/21			33%	7/21									33%	7/21			1
LaSells Stewart Center(0200) -N {ID 615}	14%	3/21			14%	3/21			14%	3/21									14%	3/21			
Linus Pauling Science Center(0071) -N {ID 210}	50%	20/40			50%	20/40	50%	20/40									50%	20/40					
Linus Pauling Science Center(0071) -N {ID 210}	55%	22/40			55%	22/40	55%	22/40									55%	22/40					
Linus Pauling Science Center(0071) -S {ID 202}	59%	20/34			59%	20/34	59%	20/34									59%	20/34					
Linus Pauling Science Center(0071) -S {ID 202}	53%	18/34			53%	18/34	53%	18/34									53%	18/34					
Magruder Hall(0153) -E {ID 602}	47%	23/49	47%	23/49			47%	23/49				47%	23/49										
Magruder Hall(0153) -E {ID 602}	57%	28/49	57%	28/49			57%	28/49				57%	28/49										
Magruder Hall(0153) -S {ID 601}	52%	15/29	52%	15/29			52%	15/29				52%	15/29										
Magruder Hall(0153) -S {ID 601}	48%	14/29	48%	14/29			48%	14/29				48%	14/29										
McAlexander Filedhouse(0053) -W {ID 514}	10%	3/30	20%	2/10	5%	1/20	10%	3/30				20%	2/10				5%	1/20					
McAlexander Filedhouse(0053) -W {ID 514}	17%	5/30	20%	2/10	10%	2/20	13%	4/30				20%	2/10				10%	2/20					1
McNary Hall(0190) -N {ID 519}	108%	115/106			103%	109/106			103%	109/106									103%	109/106			6
McNary Hall(0190) -N {ID 519}	101%	107/106			94%	100/106			94%	100/106									94%	100/106			7
Memorial Union Bldg(0083) -E {ID 304}	87%	47/54	98%	47/48	0%	0/6	87%	47/54				98%	47/48				0%	0/6					
Memorial Union Bldg(0083) -E {ID 304}	52%	28/54	56%	27/48	0%	0/6	50%	27/54				56%	27/48				0%	0/6					1
Memorial Union Bldg(0083) -NNW {ID 303}	100%	20/20			100%	20/20	100%	20/20									100%	20/20					
Memorial Union Bldg(0083) -NNW {ID 303}	90%	18/20			90%	18/20	90%	18/20									90%	18/20					
Memorial Union Bldg(0083) -NW {ID 302}	90%	18/20			90%	18/20	90%	18/20									90%	18/20					
Memorial Union Bldg(0083) -NW {ID 302}	85%	17/20			85%	17/20	85%	17/20									85%	17/20					
Memorial Union Bldg(0083) -S {ID 331}	40%	4/10			40%	4/10	40%	4/10									40%	4/10					
Memorial Union Bldg(0083) -S {ID 331}	10%	1/10			10%	1/10	10%	1/10									10%	1/10					
Memorial Union Bldg(0083) -W {ID 301}	103%	41/40			78%	31/40	78%	31/40									78%	31/40					10
Memorial Union Bldg(0083) -W {ID 301}	55%	22/40			55%	22/40	55%	22/40									55%	22/40					
Merrit Truax Indoor Practice Center(0142) -SE {ID	5%	1/20	5%	1/20			5%	1/20				5%	1/20										
Merrit Truax Indoor Practice Center(0142) -SE {ID	0%	0/20	0%	0/20			0%	0/20				0%	0/20										
Merryfield Hall(0002) -W {ID 430}	57%	4/7			43%	3/7			43%	3/7									43%	3/7			1
Merryfield Hall(0002) -W {ID 430}	71%	5/7			71%	5/7			71%	5/7									71%	5/7			
Milam Hall(0081) -E {ID 315}	64%	9/14			64%	9/14			64%	9/14									64%	9/14			
Milam Hall(0081) -E {ID 315}	29%	4/14			29%	4/14			29%	4/14									29%	4/14			
Milam Hall(0081) -N {ID 312}	58%	14/24			58%	14/24	58%	14/24									58%	14/24					
Milam Hall(0081) -N {ID 312}	71%	17/24			67%	16/24	67%	16/24									67%	16/24					1
Milam Hall(0081) -S {ID 313}	33%	9/27			33%	9/27			33%	9/27									33%	9/27			
Milam Hall(0081) -S {ID 313}	63%	17/27			63%	17/27			63%	17/27									63%	17/27			
Milam Hall(0081) -SW {ID 334}	43%	17/40			43%	17/40	43%	17/40									43%	17/40					
Milam Hall(0081) -SW {ID 334}	40%	16/40			40%	16/40	40%	16/40									40%	16/40					
Milam Hall(0081) -W {ID 314}	20%	15/76			20%	15/76	20%	15/76									20%	15/76					
Milam Hall(0081) -W {ID 314}	34%	26/76			34%	26/76	34%	26/76									34%	26/76					
Milam Hall(0081) -W {ID 335}	98%	47/48	98%	47/48			98%	47/48				98%	47/48										
Milam Hall(0081) -W {ID 335}	54%	26/48	54%	26/48			54%	26/48				54%	26/48										
Milne Computer Center(0020) -E {ID 411}	72%	13/18			67%	12/18	67%	12/18									67%	12/18					1
Milne Computer Center(0020) -E {ID 411}	100%	18/18			94%	17/18	94%	17/18									94%	17/18					1
Moreland Hall(0106) -N {ID 502}	78%	25/32			75%	24/32	95%	19/20	42%	5/12							95%	19/20	42%	5/12			1
Moreland Hall(0106) -N {ID 502}	25%	8/32			25%	8/32	35%	7/20	8%	1/12							35%	7/20	8%	1/12			
Multi Animal Teaching Facility(0364) -S {ID 100}	0%	0/32			0%	0/32	0%	0/32									0%	0/32					

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other		Covered Hoop		Covered Wheel		Cover Other		Uncovered Hoop		Uncovered Wheel		Uncovered Other		Bike Locker		Not in Rack
Multi Animal Teaching Facility(0364) -S {ID 100}	0%	0/32			0%	0/32	0%	0/32											0%	0/32							
Nash Hall(0021) -N {ID 200}	96%	46/48	96%	46/48			96%	46/48					96%	46/48													
Nash Hall(0021) -N {ID 200}	88%	42/48	88%	42/48			88%	42/48					88%	42/48													
Nash Hall(0021) -N {ID 225}	65%	55/84			65%	55/84	65%	55/84											65%	55/84							
Nash Hall(0021) -N {ID 225}	55%	46/84			55%	46/84	55%	46/84											55%	46/84							
National Forage Seed Center(NInv-156) -S {ID 119}	11%	4/36	11%	4/36				4/0	0%	0/36				4/0	0%	0/36											
National Forage Seed Center(NInv-156) -S {ID 119}	11%	4/36	11%	4/36				4/0	0%	0/36				4/0	0%	0/36											
Native American Longhouse(0107) -W {ID 501}	18%	2/11		2/0	0%	0/11			0%	0/11											0%	0/11				2/0	
Native American Longhouse(0107) -W {ID 501}	9%	1/11		1/0	0%	0/11			0%	0/11											0%	0/11				1/0	
Navy ROTC Armory(0117) -E {ID 507}	43%	6/14	43%	6/14					43%	6/14					43%	6/14											
Navy ROTC Armory(0117) -E {ID 507}	29%	4/14	29%	4/14					29%	4/14					29%	4/14											
Oak Creek Building(0545) -N {ID 632}	7%	1/14			7%	1/14			7%	1/14											7%	1/14					
Oak Creek Building(0545) -N {ID 632}	7%	1/14			7%	1/14			7%	1/14											7%	1/14					
Oak Creek Building(0545) -S {ID 633}	15%	3/20	15%	3/20			15%	3/20					15%	3/20													
Oak Creek Building(0545) -S {ID 633}	20%	4/20	20%	4/20			20%	4/20					20%	4/20													
Oak Creek Building(0545) -SE {ID 635}	100%	11/11	91%	10/11			91%	10/11					91%	10/11													1
Oak Creek Building(0545) -SE {ID 635}	100%	11/11	91%	10/11			91%	10/11					91%	10/11													1
Oak Creek(0814) -S {ID 638}	0%	0/7			0%	0/7			0%	0/7											0%	0/7					
Oak Creek(0814) -S {ID 638}	0%	0/7			0%	0/7			0%	0/7											0%	0/7					
Orchard Court Unit-B(0202-B) -N {ID 124}	19%	5/27			19%	5/27			19%	5/27											19%	5/27					
Orchard Court Unit-B(0202-B) -N {ID 124}	19%	5/27			19%	5/27			19%	5/27											19%	5/27					
Orchard Court(0202) -S {ID 117}	88%	23/26	81%	21/26					81%	21/26					81%	21/26											2
Orchard Court(0202) -S {ID 117}	104%	27/26	92%	24/26					92%	24/26					92%	24/26											3
Owen Hall(0022) -S {ID 431}	52%	45/86			51%	44/86	51%	44/86											51%	44/86							1
Owen Hall(0022) -S {ID 431}	67%	58/86			67%	58/86	67%	58/86											67%	58/86							
Owen Hall(0022) -W {ID 432}	35%	8/23	0%	0/23							0%	0/23					0%	0/23									8
Owen Hall(0022) -W {ID 432}	13%	3/23	0%	0/23							0%	0/23					0%	0/23									3
Oxford House(0220) -N {ID 523}	46%	16/35			46%	16/35			46%	16/35											46%	16/35					
Oxford House(0220) -N {ID 523}	37%	13/35			37%	13/35			37%	13/35											37%	13/35					
Parking Structure(0058) -NNW {ID 628}	75%	18/24	75%	18/24			75%	18/24					75%	18/24													
Parking Structure(0058) -NNW {ID 628}	54%	13/24	54%	13/24			54%	13/24					54%	13/24													
Peavy Hall(0124) -E {ID 105}	32%	16/50	32%	16/50			32%	16/50					32%	16/50													
Peavy Hall(0124) -E {ID 105}	92%	46/50	0%	0/50		41/0	82%	41/50					0%	0/50						41/0							5
Peavy Hall(0124) -N {ID 106}	71%	54/76	50%	38/76		14/0	68%	52/76					50%	38/76						14/0							2
Peavy Hall(0124) -N {ID 106}	0%	0/76	0%	0/76			0%	0/76					0%	0/76													
Peavy Hall(0124) -NW {ID 127}	5%	2/40			5%	2/40	5%	2/40											5%	2/40							
Peavy Hall(0124) -NW {ID 127}	20%	8/40			20%	8/40	20%	8/40											20%	8/40							
Peavy Hall(0124) -S {ID 107}	86%	6/7			86%	6/7			86%	6/7											86%	6/7					
Peavy Hall(0124) -S {ID 107}	57%	4/7			57%	4/7			57%	4/7											57%	4/7					
Peavy Hall(0124) -W {ID 104}	0%	0/10			0%	0/10	0%	0/10											0%	0/10							
Peavy Hall(0124) -W {ID 104}	0%	0/10			0%	0/10	0%	0/10											0%	0/10							
Physical Plant Heating Plant(0056) -E {ID 530}	0%	0/7			0%	0/7			0%	0/7											0%	0/7					
Physical Plant Heating Plant(0056) -E {ID 530}	0%	0/7			0%	0/7			0%	0/7											0%	0/7					
Plageman Student Health CR(0062) -E {ID 329}	80%	8/10			80%	8/10	80%	8/10											80%	8/10							
Plageman Student Health CR(0062) -E {ID 329}	20%	2/10			20%	2/10	20%	2/10											20%	2/10							
Plageman Student Health CR(0062) -NW {ID 327}	26%	5/19	50%	5/10	0%	0/9	50%	5/10	0%	0/9			50%	5/10							0%	0/9					
Plageman Student Health CR(0062) -NW {ID 327}	32%	6/19	60%	6/10	0%	0/9	60%	6/10	0%	0/9			60%	6/10							0%	0/9					
Plageman Student Health CR(0062) -NW {ID 328}	100%	10/10			100%	10/10	100%	10/10											100%	10/10							
Plageman Student Health CR(0062) -NW {ID 328}	0%	0/10			0%	0/10	0%	0/10											0%	0/10							
Plageman Student Health CR(0062) -S {ID 326}	100%	31/31	129%	31/24	0%	0/7	129%	31/24	0%	0/7			129%	31/24							0%	0/7					
Plageman Student Health CR(0062) -S {ID 326}	65%	20/31	83%	20/24	0%	0/7	83%	20/24	0%	0/7			83%	20/24							0%	0/7					
Poling Hall(0112) -N {ID 215}	64%	27/42			64%	27/42		27/0	0%	0/42										27/0	0%	0/42					
Poling Hall(0112) -N {ID 215}	64%	27/42			64%	27/42		27/0	0%	0/42										27/0	0%	0/42					
Poling Hall(0112) -NW {ID 208}	42%	10/24			42%	10/24	50%	5/10	36%	5/14									50%	5/10	36%	5/14					
Poling Hall(0112) -NW {ID 208}	50%	12/24			50%	12/24	100%	10/10	14%	2/14									100%	10/10	14%	2/14					

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other	Covered Hoop		Covered Wheel		Cover Other	Uncovered Hoop		Uncovered Wheel		Uncovered Other	Bike Locker	Not in Rack
Poling Hall(0112) -W {ID 216}	129%	18/14	100%	14/14					100%	14/14				100%	14/14								4
Poling Hall(0112) -W {ID 216}	121%	17/14	100%	14/14					100%	14/14				100%	14/14								3
Poling Hall(0112) -W {ID 258}	97%	35/36	110%	22/20	81%	13/16	97%	35/36				110%	22/20				81%	13/16					
Poling Hall(0112) -W {ID 258}	100%	36/36	100%	20/20	81%	13/16	92%	33/36				100%	20/20				81%	13/16					3
Pride Center(0853) -NE {ID 637}	14%	1/7	14%	1/7					14%	1/7				14%	1/7								
Pride Center(0853) -NE {ID 637}	71%	5/7	43%	3/7					43%	3/7				43%	3/7								2
Prop Svcs(0862) -S {ID 522}	100%	7/7			100%	7/7			100%	7/7									100%	7/7			
Prop Svcs(0862) -S {ID 522}	57%	4/7			57%	4/7			57%	4/7									57%	4/7			
Radiation Center(0098) -S {ID 103}	64%	18/28	57%	16/28					57%	16/28				57%	16/28								2
Radiation Center(0098) -S {ID 103}	64%	18/28	61%	17/28					61%	17/28				61%	17/28								1
Reed Lodge(0118) -E {ID 261}	19%	3/16			19%	3/16	19%	3/16									19%	3/16					
Reed Lodge(0118) -E {ID 261}	63%	10/16			63%	10/16	63%	10/16									63%	10/16					
Reed Lodge(0118) -N {ID 260}	13%	8/60	20%	8/40	0%	0/20	13%	8/60				20%	8/40				0%	0/20					
Reed Lodge(0118) -N {ID 260}	5%	3/60	8%	3/40	0%	0/20	5%	3/60				8%	3/40				0%	0/20					
Reser Stadium(0120) -N {ID 605}	5%	2/43			5%	2/43	10%	2/20	0%	0/23							10%	2/20	0%	0/23			
Reser Stadium(0120) -N {ID 605}	7%	3/43			7%	3/43	10%	2/20	4%	1/23							10%	2/20	4%	1/23			
Reser Stadium(0120) -S {ID 604}	0%	0/20	0%	0/20			0%	0/20				0%	0/20										
Reser Stadium(0120) -S {ID 604}	0%	0/20	0%	0/20			0%	0/20				0%	0/20										
Reser Stadium(0120) -SW {ID 608}	0%	0/8			0%	0/8	0%	0/8									0%	0/8					
Reser Stadium(0120) -SW {ID 608}	0%	0/8			0%	0/8	0%	0/8									0%	0/8					
Richardson Hall(0148) -S {ID 109}	40%	4/10			40%	4/10	40%	4/10									40%	4/10					
Richardson Hall(0148) -S {ID 109}	50%	5/10			50%	5/10	50%	5/10									50%	5/10					
Richardson Hall(0148) -W {ID 108}	38%	15/40	38%	15/40			38%	15/40				38%	15/40										
Richardson Hall(0148) -W {ID 108}	38%	15/40	38%	15/40			38%	15/40				38%	15/40										
Rogers Hall(0019) -E {ID 423}	40%	4/10			40%	4/10	40%	4/10									40%	4/10					
Rogers Hall(0019) -E {ID 423}	40%	4/10			40%	4/10	40%	4/10									40%	4/10					
Rogers Hall(0019) -N {ID 421}	100%	18/18			94%	17/18	94%	17/18									94%	17/18					1
Rogers Hall(0019) -N {ID 421}	89%	16/18			78%	14/18	78%	14/18									78%	14/18					2
Rogers Hall(0019) -S {ID 422}	14%	1/7			14%	1/7			14%	1/7									14%	1/7			
Rogers Hall(0019) -S {ID 422}	29%	2/7			29%	2/7			29%	2/7									29%	2/7			
Sackett Hall(0096) -NE {ID 253}	86%	6/7			86%	6/7			86%	6/7									86%	6/7			
Sackett Hall(0096) -NE {ID 253}	114%	8/7			100%	7/7			100%	7/7									100%	7/7			1
Sackett Hall(0096) -NNW {ID 252}	115%	15/13			100%	13/13			100%	13/13									100%	13/13			2
Sackett Hall(0096) -NNW {ID 252}	108%	14/13			100%	13/13			100%	13/13									100%	13/13			1
Sackett Hall(0096) -NW {ID 251}	71%	5/7			71%	5/7			71%	5/7									71%	5/7			
Sackett Hall(0096) -NW {ID 251}	86%	6/7			86%	6/7			86%	6/7									86%	6/7			
Seed Lab(0101) -N {ID 128}	0%	0/7			0%	0/7			0%	0/7									0%	0/7			
Seed Lab(0101) -N {ID 128}	0%	0/7			0%	0/7			0%	0/7									0%	0/7			
Shepard Hall(0014) -S {ID 426}	38%	5/13			38%	5/13			38%	5/13									38%	5/13			
Shepard Hall(0014) -S {ID 426}	38%	5/13			23%	3/13			23%	3/13									23%	3/13			2
Shops(0045) -NW {ID 529}	0%	0/6			0%	0/6	0%	0/6									0%	0/6					
Shops(0045) -NW {ID 529}	0%	0/6			0%	0/6	0%	0/6									0%	0/6					
Snell Hall/ MU East(0100) -E {ID 510}	14%	10/74	14%	10/74					14%	10/74				14%	10/74								
Snell Hall/ MU East(0100) -E {ID 510}	9%	7/74	9%	7/74					9%	7/74				9%	7/74								
Snell Hall/ MU East(0100) -N {ID 511}	32%	6/19			32%	6/19	100%	6/6	0%	0/13							100%	6/6	0%	0/13			
Snell Hall/ MU East(0100) -N {ID 511}	47%	9/19			47%	9/19	100%	6/6	23%	3/13							100%	6/6	23%	3/13			
Snell Hall/ MU East(0100) -W {ID 509}	39%	16/41			39%	16/41			0%	0/41	16/0								0%	0/41	16/0		
Snell Hall/ MU East(0100) -W {ID 509}	29%	12/41			29%	12/41			0%	0/41	12/0								0%	0/41	12/0		
Strand Agricultural Hall(0038) -E {ID 309}	48%	20/42			48%	20/42			48%	20/42									48%	20/42			
Strand Agricultural Hall(0038) -E {ID 309}	31%	13/42			31%	13/42			31%	13/42									31%	13/42			
Strand Agricultural Hall(0038) -N {ID 307}	60%	21/35			57%	20/35	80%	8/10	48%	12/25							80%	8/10	48%	12/25			1
Strand Agricultural Hall(0038) -N {ID 307}	37%	13/35			34%	12/35	0%	0/10	48%	12/25							0%	0/10	48%	12/25			1
Strand Agricultural Hall(0038) -S {ID 305}	41%	37/91	84%	27/32	17%	10/59	116%	37/32	0%	0/59		84%	27/32					10/0	0%	0/59			
Strand Agricultural Hall(0038) -S {ID 305}	23%	21/91	44%	14/32	10%	6/59	63%	20/32	0%	0/59		44%	14/32					6/0	0%	0/59			1
Strand Agricultural Hall(0038) -W {ID 308}	38%	5/13			38%	5/13			38%	5/13									38%	5/13			

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other		Covered Hoop		Covered Wheel		Cover Other		Uncovered Hoop		Uncovered Wheel		Uncovered Other		Bike Locker		Not in Rack
Strand Agricultural Hall(0038) -W {ID 308}	31%	4/13			31%	4/13			31%	4/13											31%	4/13					
Student Legacy Park(0127) -N {ID 212}	0%	0/60			0%	0/60	0%	0/60											0%	0/60							
Student Legacy Park(0127) -N {ID 212}	0%	0/60			0%	0/60	0%	0/60											0%	0/60							
Student Legacy Park(0127) -N {ID 263}	23%	13/56			23%	13/56	23%	13/56											23%	13/56							
Student Legacy Park(0127) -N {ID 263}	21%	12/56			21%	12/56	21%	12/56											21%	12/56							
Student Legacy Park(127) -N {ID 234}	9%	3/32			9%	3/32	9%	3/32											9%	3/32							
Student Legacy Park(127) -N {ID 234}	34%	11/32			34%	11/32	34%	11/32											34%	11/32							
Student Success Center(0206) -N {ID 639}	53%	8/15	53%	8/15			53%	8/15					53%	8/15													
Student Success Center(0206) -N {ID 639}	40%	6/15	40%	6/15			40%	6/15					40%	6/15													
Student Success Center(0206) -W {ID 613}	0%	0/12			0%	0/12	0%	0/12											0%	0/12							
Student Success Center(0206) -W {ID 613}	0%	0/12			0%	0/12	0%	0/12											0%	0/12							
Student Success Center(0206) -W {ID 617}	6%	1/16			6%	1/16	6%	1/16											6%	1/16							
Student Success Center(0206) -W {ID 617}	0%	0/16			0%	0/16	0%	0/16											0%	0/16							
Tennis Pavillion(0127) -E {ID 268}	5%	1/20	5%	1/20			5%	1/20					5%	1/20													
Tennis Pavillion(0127) -E {ID 268}	5%	1/20	5%	1/20			5%	1/20					5%	1/20													
Tennis Pavillion(0127) -N {ID 266}	0%	0/10			0%	0/10	0%	0/10											0%	0/10							
Tennis Pavillion(0127) -N {ID 266}	0%	0/10			0%	0/10	0%	0/10											0%	0/10							
Tennis Pavillion(0127) -NE {ID 267}	50%	10/20			50%	10/20	50%	10/20											50%	10/20							
Tennis Pavillion(0127) -NE {ID 267}	60%	12/20			55%	11/20	55%	11/20											55%	11/20							1
Tennis Pavillion(0127) -NW {ID 264}	0%	0/6			0%	0/6	0%	0/6											0%	0/6							
Tennis Pavillion(0127) -NW {ID 264}	0%	0/6			0%	0/6	0%	0/6											0%	0/6							
Tennis Pavillion(0127) -W {ID 265}	0%	0/20	0%	0/20			0%	0/20					0%	0/20													
Tennis Pavillion(0127) -W {ID 265}	20%	4/20	20%	4/20			20%	4/20					20%	4/20													
The Valley Library(0036) -W {ID 401}	123%	118/96	147%	94/64	72%	23/32	122%	117/96					147%	94/64					72%	23/32							1
The Valley Library(0036) -W {ID 401}	106%	102/96	114%	73/64	88%	28/32	105%	101/96					114%	73/64					88%	28/32							1
Transportation Services(0135) -E {ID 114}	50%	2/4	50%	2/4					50%	2/4					50%	2/4											
Transportation Services(0135) -E {ID 114}	0%	0/4	0%	0/4					0%	0/4					0%	0/4											
USDA Forestry Sciences Lab(2006) -E {ID 112}	0%	0/7			0%	0/7			0%	0/7											0%	0/7					
USDA Forestry Sciences Lab(2006) -E {ID 112}	0%	0/7			0%	0/7			0%	0/7											0%	0/7					
USDA Forestry Sciences Lab(2006) -N {ID 126}	36%	5/14	36%	5/14			36%	5/14					36%	5/14													
USDA Forestry Sciences Lab(2006) -N {ID 126}	57%	8/14	57%	8/14			57%	8/14					57%	8/14													
USDA Forestry Sciences Lab(2006) -S {ID 116}	4%	1/26			4%	1/26	4%	1/26											4%	1/26							
USDA Forestry Sciences Lab(2006) -S {ID 116}	8%	2/26			8%	2/26	8%	2/26											8%	2/26							
USDA Forestry Sciences Lab(2006) -W {ID 130}	42%	32/76	52%	32/62	0%	0/14	56%	19/34	31%	13/42			56%	19/34	46%	13/28					0%	0/14					
USDA Forestry Sciences Lab(2006) -W {ID 130}	39%	30/76	47%	29/62	7%	1/14	53%	18/34	29%	12/42			53%	18/34	39%	11/28					7%	1/14					
Valley Football Center(0143) -N {ID 606}	76%	28/37			59%	22/37	75%	15/20	41%	7/17									75%	15/20	41%	7/17					6
Valley Football Center(0143) -N {ID 606}	86%	32/37			62%	23/37	85%	17/20	35%	6/17									85%	17/20	35%	6/17					9
Vet Research Lab(0154) -E {ID 111}	0%	0/6	0%	0/6					0%	0/6					0%	0/6											
Vet Research Lab(0154) -E {ID 111}	17%	1/6	17%	1/6					17%	1/6					17%	1/6											
Waldo Hall(0102) -E {ID 533}	110%	11/10			110%	11/10	110%	11/10											110%	11/10							
Waldo Hall(0102) -E {ID 533}	120%	12/10			100%	10/10	100%	10/10											100%	10/10							2
Waldo Hall(0102) -N {ID 508}	150%	9/6			117%	7/6			117%	7/6											117%	7/6					2
Waldo Hall(0102) -N {ID 508}	117%	7/6			117%	7/6			117%	7/6											117%	7/6					
Weatherford Hall(0109) -N {ID 250}	50%	10/20			50%	10/20	50%	10/20											50%	10/20							
Weatherford Hall(0109) -N {ID 250}	85%	17/20			80%	16/20	80%	16/20											80%	16/20							1
Weatherford Hall(0109) -NE {ID 220}	60%	12/20			60%	12/20	60%	12/20											60%	12/20							
Weatherford Hall(0109) -NE {ID 220}	90%	18/20			60%	12/20	60%	12/20											60%	12/20							6
Weatherford Hall(0109) -S {ID 219}	90%	9/10			90%	9/10	90%	9/10											90%	9/10							
Weatherford Hall(0109) -S {ID 219}	80%	8/10			80%	8/10	80%	8/10											80%	8/10							
Weatherford Hall(0109) -W {ID 245}	43%	13/30			43%	13/30	43%	13/30											43%	13/30							
Weatherford Hall(0109) -W {ID 245}	47%	14/30			47%	14/30	47%	14/30											47%	14/30							
Weatherford Hall(0109) -W {ID 262}	60%	6/10			60%	6/10	60%	6/10											60%	6/10							
Weatherford Hall(0109) -W {ID 262}	60%	6/10			60%	6/10	60%	6/10											60%	6/10							
Weniger Hall(0017) -E {ID 325}	40%	8/20			40%	8/20			40%	8/20											40%	8/20					
Weniger Hall(0017) -E {ID 325}	10%	2/20			10%	2/20			10%	2/20											10%	2/20					

	Total Group		Covered All		Uncovered All		All Hoop		All Wheel		All Other	Covered Hoop		Covered Wheel		Cover Other	Uncovered Hoop		Uncovered Wheel		Uncovered Other	Bike Locker	Not in Rack
Weniger Hall(0017) -S {ID 322}	73%	32/44			73%	32/44	87%	26/30	43%	6/14							87%	26/30	43%	6/14			
Weniger Hall(0017) -S {ID 322}	57%	25/44			57%	25/44	80%	24/30	7%	1/14							80%	24/30	7%	1/14			
Weniger Hall(0017) -WNW {ID 324}	30%	24/80			30%	24/80	30%	24/80									30%	24/80					
Weniger Hall(0017) -WNW {ID 324}	81%	65/80			80%	64/80	80%	64/80									80%	64/80					1
Weniger Hall(0017) -WSW {ID 323}	91%	31/34			88%	30/34	106%	19/18	69%	11/16							106%	19/18	69%	11/16			1
Weniger Hall(0017) -WSW {ID 323}	82%	28/34			82%	28/34	72%	13/18	94%	15/16							72%	13/18	94%	15/16			
West Dining Hall(0113) -W {ID 203}	100%	16/16			100%	16/16	100%	16/16									100%	16/16					
West Dining Hall(0113) -W {ID 203}	88%	14/16			88%	14/16	88%	14/16									88%	14/16					
West Hall(0115) -E {ID 211}	93%	37/40	94%	30/32	88%	7/8	93%	37/40				94%	30/32				88%	7/8					
West Hall(0115) -E {ID 211}	123%	49/40	128%	41/32	88%	7/8	120%	48/40				128%	41/32				88%	7/8					1
Wiegand Hall(0128) -E {ID 115}	95%	19/20	100%	14/14	50%	3/6	85%	17/20				100%	14/14				50%	3/6					2
Wiegand Hall(0128) -E {ID 115}	75%	15/20	86%	12/14	33%	2/6	70%	14/20				86%	12/14				33%	2/6					1
Wiegand Hall(0128) -SE {ID 125}	25%	15/60			25%	15/60	25%	15/60									25%	15/60					
Wiegand Hall(0128) -SE {ID 125}	47%	28/60			47%	28/60	47%	28/60									47%	28/60					
Wilkinson Hall/Gilfillan Aud(0070) -E {ID 242}	82%	56/68			82%	56/68	82%	56/68									82%	56/68					
Wilkinson Hall/Gilfillan Aud(0070) -E {ID 242}	87%	59/68			85%	58/68	85%	58/68									85%	58/68					1
Wilkinson Hall/Gilfillan Aud(0070) -N {ID 243}	108%	40/37			100%	37/37	110%	11/10	96%	26/27							110%	11/10	96%	26/27			3
Wilkinson Hall/Gilfillan Aud(0070) -N {ID 243}	81%	30/37			73%	27/37	0%	0/10	100%	27/27							0%	0/10	100%	27/27			3
Wilkinson Hall/Gilfillan Aud(0070) -S {ID 239}	91%	20/22			86%	19/22			86%	19/22									86%	19/22			1
Wilkinson Hall/Gilfillan Aud(0070) -S {ID 239}	91%	20/22			86%	19/22			86%	19/22									86%	19/22			1
Wilkinson Hall/Gilfillan Aud(0070) -W {ID 240}	83%	10/12			75%	9/12			75%	9/12									75%	9/12			1
Wilkinson Hall/Gilfillan Aud(0070) -W {ID 240}	42%	5/12			33%	4/12			33%	4/12									33%	4/12			1
Wilson Hall(0191) -N {ID 520}	88%	96/109			79%	86/109			79%	86/109									79%	86/109			10
Wilson Hall(0191) -N {ID 520}	78%	85/109			70%	76/109			70%	76/109									70%	76/109			9
Wilson Hall(0191) -S {ID 518}	54%	40/74			54%	40/74			54%	40/74									54%	40/74			
Wilson Hall(0191) -S {ID 518}	61%	45/74			59%	44/74			59%	44/74									59%	44/74			1
Withycombe Hall(0075) -S {ID 237}	46%	23/50			46%	23/50	46%	23/50									46%	23/50					
Withycombe Hall(0075) -S {ID 237}	32%	16/50			32%	16/50	32%	16/50									32%	16/50					
Withycombe Hall(0075) -W {ID 238}	26%	5/19	26%	5/19					26%	5/19				26%	5/19								
Withycombe Hall(0075) -W {ID 238}	53%	10/19	53%	10/19					53%	10/19				53%	10/19								
Womens Bldg(0086) -E {ID 224}	35%	23/66			35%	23/66	35%	23/66									35%	23/66					
Womens Bldg(0086) -E {ID 224}	56%	37/66			56%	37/66	56%	37/66									56%	37/66					

Bicycle Parking Survey Damage Report 2012

Building	Side	Bldg #	Loc ID	Damaged	Missing	Unanchored	Comments	Responsibility
Campus Sector:	*B*							
Agricultural Research	S	NInv-154	118	☐	☐	☑		FacServ
Agricultural Research	S	NInv-154	118	☐	☐	☑		FacServ
Agricultural Research	W	NInv-154	129	☐	☐	☑		FacServ
Agricultural Research	W	NInv-154	129	☐	☐	☑		FacServ
Crop Science Bldg	E	0080	102	☐	☐	☑		FacServ
Crop Science Bldg	E	0080	102	☐	☐	☑		FacServ
Dryden Hall	E	0151	110	☐	☐	☑		FacServ
Dryden Hall	E	0151	110	☐	☐	☑		FacServ
Seed Lab	N	0101	128	☐	☐	☑		FacServ
Seed Lab	N	0101	128	☐	☐	☑		FacServ
Transportation Services	E	0135	114	☐	☐	☑		FacServ
Transportation Services	E	0135	114	☐	☐	☑		FacServ
USDA Forestry Sciences	E	2006	112	☐	☐	☑		FacServ
Campus Sector:	*C*							
Cordley Hall	W	0073	232	☑	☐	☐		FacServ
Cordley Hall	W	0073	232	☑	☐	☐		FacServ
Gilbert Hall	W	0015	420	☑	☐	☐		FacServ

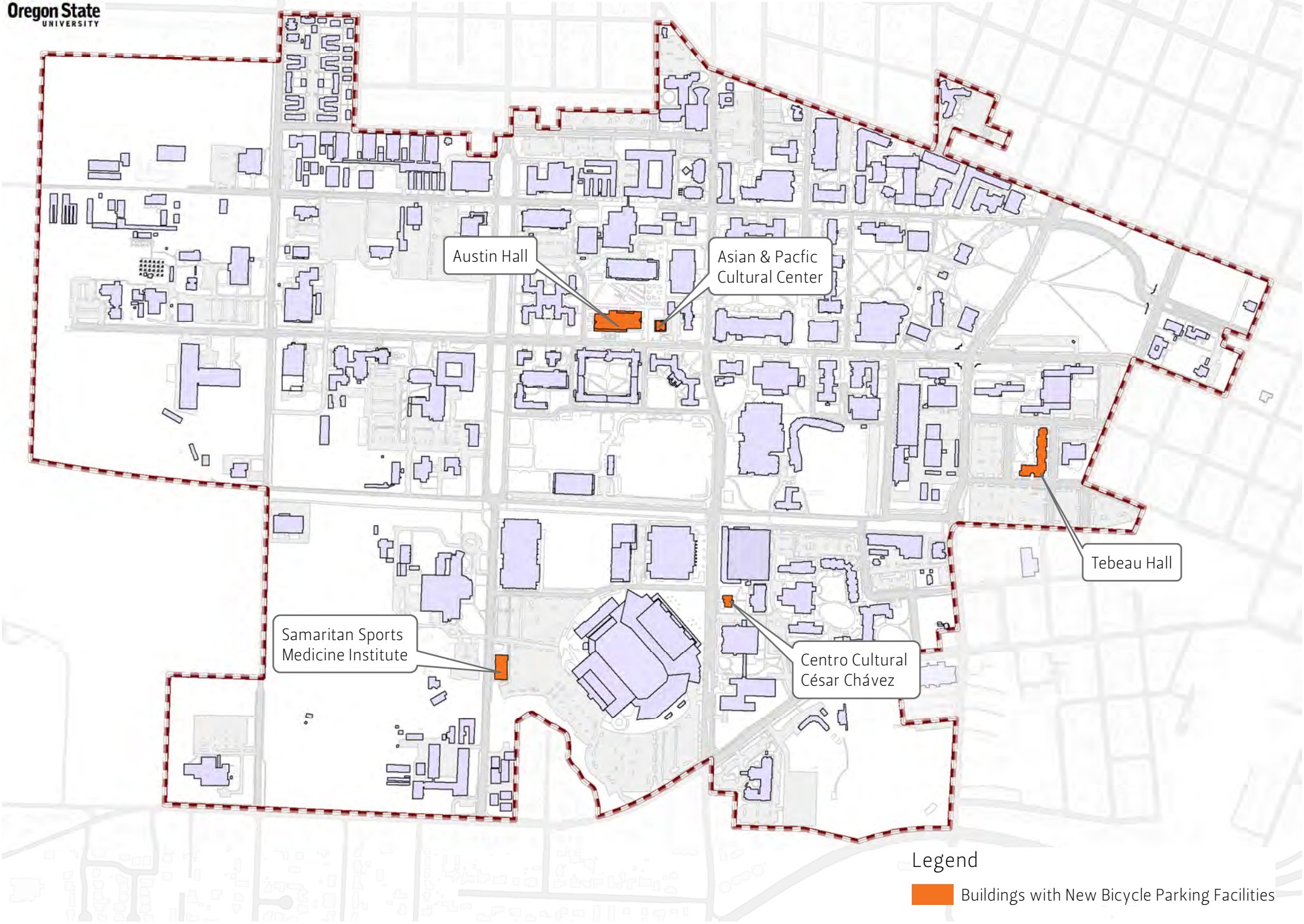
Building	Side	Bldg #	Loc ID	Damaged	Missing	Unanchored	Comments	Responsibility
Gilbert Hall	W	0015	420	☑	☐	☐		FacServ
Kidder Hall	S	0034	412	☐	☐	☑		FacServ
Kidder Hall	S	0034	412	☐	☐	☑		FacServ
Milne Computer Center	E	0020	411	☐	☐	☑		FacServ
Milne Computer Center	E	0020	411	☐	☐	☑		FacServ
Navy ROTC Armory	E	0117	507	☐	☐	☑		FacServ
Navy ROTC Armory	E	0117	507	☐	☐	☑		FacServ
Plageman Student Health	S	0062	326	☐	☐	☑		FacServ
Plageman Student Health	S	0062	326	☐	☐	☑		FacServ
Rogers Hall	S	0019	422	☑	☐	☑		FacServ
Rogers Hall	S	0019	422	☑	☐	☑		FacServ
Sackett Hall	NNW	0096	252	☑	☐	☐		Housing|Dining
Sackett Hall	NNW	0096	252	☑	☐	☐		Housing|Dining
Snell Hall/ MU East	W	0100	509	☑	☐	☐		FacServ
Snell Hall/ MU East	W	0100	509	☑	☐	☐		FacServ
Strand Agricultural Hall	E	0038	309	☑	☐	☐		FacServ
Strand Agricultural Hall	E	0038	309	☑	☐	☐		FacServ
Strand Agricultural Hall	N	0038	307	☑	☐	☐		FacServ
Strand Agricultural Hall	N	0038	307	☑	☐	☐		FacServ
Strand Agricultural Hall	S	0038	305	☑	☐	☐		FacServ
Strand Agricultural Hall	S	0038	305	☑	☐	☐		FacServ

Building	Side	Bldg #	Loc ID	Damaged	Missing	Unanchored	Comments	Responsibility
Strand Agricultural Hall	W	0038	308	☑	☐	☐		FacServ
Strand Agricultural Hall	W	0038	308	☑	☐	☐		FacServ
Weniger Hall	WNW	0017	324	☑	☐	☐		FacServ
Weniger Hall	WNW	0017	324	☑	☐	☐		FacServ
Campus Sector:	*D*							
Callahan Hall	N	0192	516	☐	☐	☑		Housing|Dining
Callahan Hall	N	0192	516	☐	☐	☑		Housing|Dining
Callahan Hall	SE	0192	517	☐	☐	☑		Housing|Dining
Callahan Hall	SE	0192	517	☐	☐	☑		Housing|Dining
McNary Hall	N	0190	519	☑	☐	☐		Housing|Dining
McNary Hall	N	0190	519	☑	☐	☐		Housing|Dining
Oxford House	N	0220	523	☑	☐	☐		Housing|Dining
Wilson Hall	S	0191	518	☑	☐	☐		Housing|Dining
Wilson Hall	S	0191	518	☑	☐	☐		Housing|Dining
Campus Sector:	*F*							
Gill Coliseum	SE	0121	611	☐	☐	☑		FacServ
Gill Coliseum	SE	0121	611	☐	☐	☑		FacServ
Reser Stadium	N	0120	605	☑	☐	☐		FacServ
Reser Stadium	N	0120	605	☑	☐	☐		FacServ
Campus Sector:	*G*							
Bloss Hall	N	0198	616	☑	☐	☐		Housing|Dining

Building	Side	Bldg #	Loc ID	Damaged	Missing	Unanchored	Comments	Responsibility
Bloss Hall	N	0198	616	☑	☐	☐		Housing|Dining
Finley Hall	W	0196	620	☑	☐	☑		Housing|Dining
Finley Hall	W	0196	620	☑	☐	☑		Housing|Dining
ILLC	SW	0207	641	☑	☐	☐		
ILLC	SW	0207	641	☑	☐	☐		
Oak Creek	S	0814	638	☑	☐	☑		
Oak Creek	S	0814	638	☑	☐	☑		
Campus Sector:	*X*							
Prop Svcs	S	0862	522	☑	☐	☐		FacServ
Prop Svcs	S	0862	522	☑	☐	☐		FacServ

Appendix F New Bike Rack Location Map

New 2014 Bicycle Parking Locations



Appendix G Baseline Traffic Counts for Jackson Avenue

LOCATION: NW Jackson Ave btwn 30th St & 31st St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463105
DIRECTION: EB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5	4			5			5	
1:00 AM		0	4			2			2	
2:00 AM		1	0			1			1	
3:00 AM		0	0			0			0	
4:00 AM		0	0			0			0	
5:00 AM		1	1			1			1	
6:00 AM		4	1			3			3	
7:00 AM		11	6			9			9	
8:00 AM		26	17			22			22	
9:00 AM		20	**34**			27			27	
10:00 AM		15	20			18			18	
11:00 AM		**35**	34			**35**			**35**	
12:00 PM		36	34			35			35	
1:00 PM		17	23			20			20	
2:00 PM		17	27			22			22	
3:00 PM		30	32			31			31	
4:00 PM		36	20			28			28	
5:00 PM		**47**	**42**			**45**			**45**	
6:00 PM		28	34			31			31	
7:00 PM		14	17			16			16	
8:00 PM		19	16			18			18	
9:00 PM		15	13			14			14	
10:00 PM		7	13			10			10	
11:00 PM		3	14			9			9	
Day Total		387	406			402			402	
% Weekday Average		96.3%	101.0%							
% Week Average		96.3%	101.0%			100.0%				
AM Peak Volume		11:00 AM 35	9:00 AM 34			11:00 AM 35			11:00 AM 35	
PM Peak Volume		5:00 PM 47	5:00 PM 42			5:00 PM 45			5:00 PM 45	

Comments:

LOCATION: NW Jackson Ave btwn 30th St & 31st St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463105
DIRECTION: WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0	0			0			0	
1:00 AM		2	0			1			1	
2:00 AM		0	0			0			0	
3:00 AM		0	0			0			0	
4:00 AM		0	0			0			0	
5:00 AM		1	0			1			1	
6:00 AM		5	3			4			4	
7:00 AM		18	16			17			17	
8:00 AM		13	**25**			19			19	
9:00 AM		**26**	12			19			19	
10:00 AM		21	19			20			20	
11:00 AM		24	25			**25**			**25**	
12:00 PM		32	**25**			**29**			**29**	
1:00 PM		**33**	24			29			29	
2:00 PM		10	23			17			17	
3:00 PM		14	18			16			16	
4:00 PM		30	19			25			25	
5:00 PM		25	14			20			20	
6:00 PM		24	24			24			24	
7:00 PM		16	21			19			19	
8:00 PM		13	3			8			8	
9:00 PM		7	12			10			10	
10:00 PM		5	4			5			5	
11:00 PM		0	2			1			1	
Day Total		319	289			309			309	
% Weekday Average		103.2%	93.5%							
% Week Average		103.2%	93.5%			100.0%				
AM Peak Volume		9:00 AM 26	8:00 AM 25			11:00 AM 25			11:00 AM 25	
PM Peak Volume		1:00 PM 33	12:00 PM 25			12:00 PM 29			12:00 PM 29	

Comments:

LOCATION: NW Jackson Ave btwn 30th St & 31st St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463105
DIRECTION: EB/WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5	4			5			5	
1:00 AM		2	4			3			3	
2:00 AM		1	0			1			1	
3:00 AM		0	0			0			0	
4:00 AM		0	0			0			0	
5:00 AM		2	1			2			2	
6:00 AM		9	4			7			7	
7:00 AM		29	22			26			26	
8:00 AM		39	42			41			41	
9:00 AM		46	46			46			46	
10:00 AM		36	39			38			38	
11:00 AM		**59**	**59**			**59**			**59**	
12:00 PM		68	**59**			**64**			**64**	
1:00 PM		50	47			49			49	
2:00 PM		27	50			39			39	
3:00 PM		44	50			47			47	
4:00 PM		66	39			53			53	
5:00 PM		**72**	56			64			64	
6:00 PM		52	58			55			55	
7:00 PM		30	38			34			34	
8:00 PM		32	19			26			26	
9:00 PM		22	25			24			24	
10:00 PM		12	17			15			15	
11:00 PM		3	16			10			10	
Day Total		706	695			708			708	
% Weekday Average		99.7%	98.2%							
% Week Average		99.7%	98.2%			100.0%				
AM Peak Volume		11:00 AM 59	11:00 AM 59			11:00 AM 59			11:00 AM 59	
PM Peak Volume		5:00 PM 72	12:00 PM 59			12:00 PM 64			12:00 PM 64	

Comments:

LOCATION: NW Jackson Ave btwn 28th St & 29th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463106
DIRECTION: EB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7	12			10			10	
1:00 AM		4	5			5			5	
2:00 AM		1	1			1			1	
3:00 AM		0	3			2			2	
4:00 AM		0	1			1			1	
5:00 AM		3	4			4			4	
6:00 AM		15	15			15			15	
7:00 AM		33	27			30			30	
8:00 AM		47	32			40			40	
9:00 AM		38	**60**			49			49	
10:00 AM		49	45			47			47	
11:00 AM		**58**	55			**57**			**57**	
12:00 PM		72	72			72			72	
1:00 PM		54	56			55			55	
2:00 PM		37	59			48			48	
3:00 PM		60	58			59			59	
4:00 PM		74	55			65			65	
5:00 PM		**95**	**104**			**100**			**100**	
6:00 PM		65	75			70			70	
7:00 PM		49	56			53			53	
8:00 PM		46	59			53			53	
9:00 PM		40	38			39			39	
10:00 PM		21	38			30			30	
11:00 PM		13	15			14			14	
Day Total		881	945			919			919	
% Weekday Average		95.9%	102.8%							
% Week Average		95.9%	102.8%			100.0%				
AM Peak Volume		11:00 AM 58	9:00 AM 60			11:00 AM 57			11:00 AM 57	
PM Peak Volume		5:00 PM 95	5:00 PM 104			5:00 PM 100			5:00 PM 100	

Comments:

LOCATION: NW Jackson Ave btwn 28th St & 29th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463106
DIRECTION: WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6	5			6			6	
1:00 AM		1	1			1			1	
2:00 AM		0	0			0			0	
3:00 AM		0	1			1			1	
4:00 AM		0	1			1			1	
5:00 AM		2	0			1			1	
6:00 AM		5	5			5			5	
7:00 AM		15	22			19			19	
8:00 AM		33	42			38			38	
9:00 AM		46	**54**			50			50	
10:00 AM		33	45			39			39	
11:00 AM		**59**	50			**55**			**55**	
12:00 PM		50	45			48			48	
1:00 PM		62	47			55			55	
2:00 PM		35	42			39			39	
3:00 PM		37	49			43			43	
4:00 PM		52	53			53			53	
5:00 PM		**76**	58			**67**			**67**	
6:00 PM		37	**60**			49			49	
7:00 PM		28	34			31			31	
8:00 PM		36	41			39			39	
9:00 PM		34	30			32			32	
10:00 PM		18	21			20			20	
11:00 PM		10	15			13			13	
Day Total		675	721			705			705	
% Weekday Average		95.7%	102.3%							
% Week Average		95.7%	102.3%			100.0%				
AM Peak Volume		11:00 AM 59	9:00 AM 54			11:00 AM 55			11:00 AM 55	
PM Peak Volume		5:00 PM 76	6:00 PM 60			5:00 PM 67			5:00 PM 67	

Comments:

LOCATION: NW Jackson Ave btwn 28th St & 29th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463106
DIRECTION: EB/WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		13	17			15			15	
1:00 AM		5	6			6			6	
2:00 AM		1	1			1			1	
3:00 AM		0	4			2			2	
4:00 AM		0	2			1			1	
5:00 AM		5	4			5			5	
6:00 AM		20	20			20			20	
7:00 AM		48	49			49			49	
8:00 AM		80	74			77			77	
9:00 AM		84	**114**			99			99	
10:00 AM		82	90			86			86	
11:00 AM		**117**	105			**111**			**111**	
12:00 PM		122	117			120			120	
1:00 PM		116	103			110			110	
2:00 PM		72	101			87			87	
3:00 PM		97	107			102			102	
4:00 PM		126	108			117			117	
5:00 PM		**171**	**162**			**167**			**167**	
6:00 PM		102	135			119			119	
7:00 PM		77	90			84			84	
8:00 PM		82	100			91			91	
9:00 PM		74	68			71			71	
10:00 PM		39	59			49			49	
11:00 PM		23	30			27			27	
Day Total		1556	1666			1616			1616	
% Weekday Average		96.3%	103.1%							
% Week Average		96.3%	103.1%			100.0%				
AM Peak Volume		11:00 AM 117	9:00 AM 114			11:00 AM 111			11:00 AM 111	
PM Peak Volume		5:00 PM 171	5:00 PM 162			5:00 PM 167			5:00 PM 167	

Comments:

Appendix H Neighborhood Traffic Counts Bordering Sectors A, B & C and South of Harrison Blvd.

LOCATION: NW 15th St btwn Van Buren Ave & Jackson Ave
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463113
DIRECTION: NB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4	4			4			4	
1:00 AM		5	7			6			6	
2:00 AM		1	3			2			2	
3:00 AM		1	4			3			3	
4:00 AM		1	1			1			1	
5:00 AM		6	1			4			4	
6:00 AM		3	6			5			5	
7:00 AM		8	8			8			8	
8:00 AM		16	16			16			16	
9:00 AM		13	28			21			21	
10:00 AM		26	28			27			27	
11:00 AM		**41**	**42**			**42**			**42**	
12:00 PM		44	63			**54**			**54**	
1:00 PM		26	43			35			35	
2:00 PM		27	41			34			34	
3:00 PM		**49**	40			45			45	
4:00 PM		39	40			40			40	
5:00 PM		28	**67**			48			48	
6:00 PM		34	53			44			44	
7:00 PM		41	46			44			44	
8:00 PM		46	29			38			38	
9:00 PM		28	32			30			30	
10:00 PM		22	35			29			29	
11:00 PM		16	22			19			19	
Day Total		525	659			599			599	
% Weekday Average		87.6%	110.0%							
% Week Average		87.6%	110.0%			100.0%				
AM Peak Volume		11:00 AM 41	11:00 AM 42			11:00 AM 42			11:00 AM 42	
PM Peak Volume		3:00 PM 49	5:00 PM 67			12:00 PM 54			12:00 PM 54	

Comments:

LOCATION: NW 15th St btwn Van Buren Ave & Jackson Ave
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463113
DIRECTION: SB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3	6			5			5	
1:00 AM		1	1			1			1	
2:00 AM		0	0			0			0	
3:00 AM		0	0			0			0	
4:00 AM		1	0			1			1	
5:00 AM		0	1			1			1	
6:00 AM		5	3			4			4	
7:00 AM		15	24			20			20	
8:00 AM		21	18			20			20	
9:00 AM		23	21			22			22	
10:00 AM		28	25			27			27	
11:00 AM		**35**	**46**			**41**			**41**	
12:00 PM		24	**38**			31			31	
1:00 PM		28	31			30			30	
2:00 PM		10	28			19			19	
3:00 PM		28	28			28			28	
4:00 PM		28	30			29			29	
5:00 PM		25	34			30			30	
6:00 PM		**33**	30			**32**			**32**	
7:00 PM		17	22			20			20	
8:00 PM		24	13			19			19	
9:00 PM		14	23			19			19	
10:00 PM		21	11			16			16	
11:00 PM		6	5			6			6	
Day Total		390	438			421			421	
% Weekday Average		92.6%	104.0%							
% Week Average		92.6%	104.0%			100.0%				
AM Peak Volume		11:00 AM 35	11:00 AM 46			11:00 AM 41			11:00 AM 41	
PM Peak Volume		6:00 PM 33	12:00 PM 38			6:00 PM 32			6:00 PM 32	

Comments:

LOCATION: NW 15th St btwn Van Buren Ave & Jackson Ave
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463113
DIRECTION: NB/SB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7	10			9			9	
1:00 AM		6	8			7			7	
2:00 AM		1	3			2			2	
3:00 AM		1	4			3			3	
4:00 AM		2	1			2			2	
5:00 AM		6	2			4			4	
6:00 AM		8	9			9			9	
7:00 AM		23	32			28			28	
8:00 AM		37	34			36			36	
9:00 AM		36	49			43			43	
10:00 AM		54	53			54			54	
11:00 AM		**76**	**88**			**82**			**82**	
12:00 PM		68	**101**			**85**			**85**	
1:00 PM		54	74			64			64	
2:00 PM		37	69			53			53	
3:00 PM		**77**	68			73			73	
4:00 PM		67	70			69			69	
5:00 PM		53	101			77			77	
6:00 PM		67	83			75			75	
7:00 PM		58	68			63			63	
8:00 PM		70	42			56			56	
9:00 PM		42	55			49			49	
10:00 PM		43	46			45			45	
11:00 PM		22	27			25			25	
Day Total		915	1097			1013			1013	
% Weekday Average		90.3%	108.3%							
% Week Average		90.3%	108.3%			100.0%				
AM Peak Volume		11:00 AM 76	11:00 AM 88			11:00 AM 82			11:00 AM 82	
PM Peak Volume		3:00 PM 77	12:00 PM 101			12:00 PM 85			12:00 PM 85	

Comments:

LOCATION: NW Johnson Ave btwn 27th St & 28th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463107
DIRECTION: EB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0	3			2			2	
1:00 AM		0	0			0			0	
2:00 AM		1	0			1			1	
3:00 AM		0	2			1			1	
4:00 AM		0	0			0			0	
5:00 AM		0	1			1			1	
6:00 AM		7	1			4			4	
7:00 AM		11	7			9			9	
8:00 AM		23	**26**			**25**			**25**	
9:00 AM		27	19			23			23	
10:00 AM		20	23			22			22	
11:00 AM		**29**	15			22			22	
12:00 PM		11	**22**			17			17	
1:00 PM		**32**	22			**27**			**27**	
2:00 PM		13	17			15			15	
3:00 PM		23	15			19			19	
4:00 PM		25	14			20			20	
5:00 PM		16	12			14			14	
6:00 PM		17	15			16			16	
7:00 PM		7	9			8			8	
8:00 PM		10	16			13			13	
9:00 PM		9	2			6			6	
10:00 PM		7	7			7			7	
11:00 PM		3	2			3			3	
Day Total		291	250			275			275	
% Weekday Average		105.8%	90.9%							
% Week Average		105.8%	90.9%			100.0%				
AM Peak Volume		11:00 AM 29	8:00 AM 26			8:00 AM 25			8:00 AM 25	
PM Peak Volume		1:00 PM 32	12:00 PM 22			1:00 PM 27			1:00 PM 27	

Comments:

LOCATION: NW Johnson Ave btwn 27th St & 28th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463107
DIRECTION: WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1	2			2			2	
1:00 AM		1	0			1			1	
2:00 AM		0	2			1			1	
3:00 AM		1	2			2			2	
4:00 AM		0	0			0			0	
5:00 AM		0	0			0			0	
6:00 AM		5	2			4			4	
7:00 AM		9	10			10			10	
8:00 AM		16	29			23			23	
9:00 AM		33	**34**			**34**			**34**	
10:00 AM		15	20			18			18	
11:00 AM		**36**	31			34			34	
12:00 PM		12	25			19			19	
1:00 PM		24	**31**			**28**			**28**	
2:00 PM		17	16			17			17	
3:00 PM		18	16			17			17	
4:00 PM		**26**	16			21			21	
5:00 PM		18	22			20			20	
6:00 PM		4	13			9			9	
7:00 PM		5	7			6			6	
8:00 PM		5	7			6			6	
9:00 PM		4	4			4			4	
10:00 PM		4	5			5			5	
11:00 PM		2	1			2			2	
Day Total		256	295			283			283	
% Weekday Average		90.5%	104.2%							
% Week Average		90.5%	104.2%			100.0%				
AM Peak Volume		11:00 AM 36	9:00 AM 34			9:00 AM 34			9:00 AM 34	
PM Peak Volume		4:00 PM 26	1:00 PM 31			1:00 PM 28			1:00 PM 28	

Comments:

LOCATION: NW Johnson Ave btwn 27th St & 28th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463107
DIRECTION: EB/WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1	5			3			3	
1:00 AM		1	0			1			1	
2:00 AM		1	2			2			2	
3:00 AM		1	4			3			3	
4:00 AM		0	0			0			0	
5:00 AM		0	1			1			1	
6:00 AM		12	3			8			8	
7:00 AM		20	17			19			19	
8:00 AM		39	**55**			47			47	
9:00 AM		60	53			**57**			**57**	
10:00 AM		35	43			39			39	
11:00 AM		**65**	46			56			56	
12:00 PM		23	47			35			35	
1:00 PM		**56**	**53**			**55**			**55**	
2:00 PM		30	33			32			32	
3:00 PM		41	31			36			36	
4:00 PM		51	30			41			41	
5:00 PM		34	34			34			34	
6:00 PM		21	28			25			25	
7:00 PM		12	16			14			14	
8:00 PM		15	23			19			19	
9:00 PM		13	6			10			10	
10:00 PM		11	12			12			12	
11:00 PM		5	3			4			4	
Day Total		547	545			553			553	
% Weekday Average		98.9%	98.6%							
% Week Average		98.9%	98.6%			100.0%				
AM Peak Volume		11:00 AM 65	8:00 AM 55			9:00 AM 57			9:00 AM 57	
PM Peak Volume		1:00 PM 56	1:00 PM 53			1:00 PM 55			1:00 PM 55	

Comments:

LOCATION: NW Van Buren Ave btwn 21st St & 23rd St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463104
DIRECTION: EB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5	6			6			6	
1:00 AM		1	4			3			3	
2:00 AM		1	1			1			1	
3:00 AM		1	1			1			1	
4:00 AM		1	0			1			1	
5:00 AM		1	0			1			1	
6:00 AM		8	9			9			9	
7:00 AM		15	10			13			13	
8:00 AM		22	25			24			24	
9:00 AM		25	29			27			27	
10:00 AM		16	22			19			19	
11:00 AM		**35**	**45**			**40**			**40**	
12:00 PM		32	**63**			48			48	
1:00 PM		39	48			44			44	
2:00 PM		40	47			44			44	
3:00 PM		35	44			40			40	
4:00 PM		50	50			50			50	
5:00 PM		**58**	58			**58**			**58**	
6:00 PM		40	39			40			40	
7:00 PM		39	24			32			32	
8:00 PM		33	40			37			37	
9:00 PM		16	28			22			22	
10:00 PM		13	33			23			23	
11:00 PM		7	17			12			12	
Day Total		533	643			595			595	
% Weekday Average		89.6%	108.1%							
% Week Average		89.6%	108.1%			100.0%				
AM Peak Volume		11:00 AM 35	11:00 AM 45			11:00 AM 40			11:00 AM 40	
PM Peak Volume		5:00 PM 58	12:00 PM 63			5:00 PM 58			5:00 PM 58	

Comments:

LOCATION: NW Van Buren Ave btwn 21st St & 23rd St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463104
DIRECTION: WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1	4			3			3	
1:00 AM		1	3			2			2	
2:00 AM		0	2			1			1	
3:00 AM		0	3			2			2	
4:00 AM		0	4			2			2	
5:00 AM		0	0			0			0	
6:00 AM		1	4			3			3	
7:00 AM		4	4			4			4	
8:00 AM		10	13			12			12	
9:00 AM		**18**	30			24			24	
10:00 AM		13	34			24			24	
11:00 AM		10	**76**			**43**			**43**	
12:00 PM		5	**104**			55			55	
1:00 PM		**20**	96			**58**			**58**	
2:00 PM		15	80			48			48	
3:00 PM		17	71			44			44	
4:00 PM		10	73			42			42	
5:00 PM		16	94			55			55	
6:00 PM		16	68			42			42	
7:00 PM		12	55			34			34	
8:00 PM		10	31			21			21	
9:00 PM		11	18			15			15	
10:00 PM		11	15			13			13	
11:00 PM		11	5			8			8	
Day Total		212	887			555			555	
% Weekday Average		38.2%	159.8%							
% Week Average		38.2%	159.8%			100.0%				
AM Peak Volume		9:00 AM 18	11:00 AM 76			11:00 AM 43			11:00 AM 43	
PM Peak Volume		1:00 PM 20	12:00 PM 104			1:00 PM 58			1:00 PM 58	

Comments:

LOCATION: NW Van Buren Ave btwn 21st St & 23rd St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Corvallis, OR

QC JOB #: 12463104
DIRECTION: EB/WB
DATE: Apr 29 2014 - Apr 30 2014

Start Time	Mon	Tue 29-Apr-14	Wed 30-Apr-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6	10			8			8	
1:00 AM		2	7			5			5	
2:00 AM		1	3			2			2	
3:00 AM		1	4			3			3	
4:00 AM		1	4			3			3	
5:00 AM		1	0			1			1	
6:00 AM		9	13			11			11	
7:00 AM		19	14			17			17	
8:00 AM		32	38			35			35	
9:00 AM		43	59			51			51	
10:00 AM		29	56			43			43	
11:00 AM		**45**	**121**			**83**			**83**	
12:00 PM		37	**167**			102			102	
1:00 PM		59	144			102			102	
2:00 PM		55	127			91			91	
3:00 PM		52	115			84			84	
4:00 PM		60	123			92			92	
5:00 PM		**74**	152			**113**			**113**	
6:00 PM		56	107			82			82	
7:00 PM		51	79			65			65	
8:00 PM		43	71			57			57	
9:00 PM		27	46			37			37	
10:00 PM		24	48			36			36	
11:00 PM		18	22			20			20	
Day Total		745	1530			1143			1143	
% Weekday Average		65.2%	133.9%							
% Week Average		65.2%	133.9%			100.0%				
AM Peak Volume		11:00 AM 45	11:00 AM 121			11:00 AM 83			11:00 AM 83	
PM Peak Volume		5:00 PM 74	12:00 PM 167			5:00 PM 113			5:00 PM 113	

Comments: