

21370 SW Langer Farms Pkwy
Suite 142, Sherwood, OR 97140

March 21, 2018

Everett House Community Healing Center
2927 SE Everett Street
Portland, OR 97232

EXPIRES: 12/31/19

RE: Everett House Community Healing Center – Transportation Analysis Letter

Dear Dr. Mantell,

We have completed our transportation analysis of your existing conditional use facility at 2917 and 2927 SE Everett Street and 2926 NE Flanders Street in Portland, Oregon. The subject site is the Everett House Community Healing Center, which comprises the three adjacent tax lots and provides community healing and social services in education and wellness programs including services such as healing workshops, neighbors in need programs, teahouse social, relaxation, massage, acupuncture, new thought discussion programs, counselling, domestic violence victims' resources, yoga, chiropractic wellness, spa, and other forms of relaxation and more.

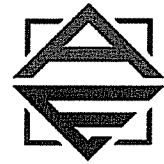
The facility has historically operated under a home occupational permit since 1977 (over 40 years) and under a conditional-use permit since 1981 (almost 37 years). However, the directors of this community healing center are applying for a modification of their current permit to eliminate the requirement for off-street parking which they feel is no longer necessary under the permit. This analysis is intended to determine the adequacy of on-street parking in the site vicinity without leased off-street spaces.

The analysis also includes examination of each of the transportation evaluation factors described in Portland Zoning Code Section 33.815.105(D)(2) for "Institutional and Other Uses in R Zones".

LOCATION AND SITE DESCRIPTION

The Everett House Community Healing Center is located on the north side of NE Everett Street east of NE 29th Avenue and west of NE 30th Avenue and on the south side of NE Flanders Street east of NE 29th Avenue. It is surrounded by residential uses, with several commercial businesses located within a few blocks of the site. Institutional uses in the site vicinity include the Portland Foursquare Church located one half block walking distance to the west and The Pacific Crest Community School located one block walking distance to the south.

Exhibit A.4
LA 18-190331CU



Everett House Community Healing Center

March 21, 2018

Page 2 of 11

VICINITY STREETS AND INTERSECTIONS

NE Glisan Street is classified by the City of Portland as a Neighborhood Collector, a Community Main Street, a City Walkway, a City Bikeway, a Transit Access Street, a Local Service Truck Street and a Minor Emergency Response Route. It has a posted speed limit of 30 mph with one motor-vehicle travel lane and one bicycle lane in each direction, a center two-way left-turn lane, and on-street parking on both sides of the roadway. Curbs and sidewalks are also in place on both sides of the roadway.

E Burnside Street is classified by the City of Portland as a District Collector, a Community Main Street, a City Walkway, a City Bikeway, a Major Transit Priority Street, a Truck Access Street, and a Major Emergency Response Route. It has a posted speed limit of 30 mph with two eastbound motor vehicle travel lanes and one westbound motor vehicle travel lane. It has a center two-way left-turn lane, and on-street parking is available on both sides of the roadway.

NE 28th Avenue is classified by the City of Portland as a Neighborhood Collector, a Local Service Street, a City Bikeway, a City Walkway, a Transit Access Street, a Local Service Truck Street and a Major Emergency Response Route. It has a posted speed limit of 20 mph, with speed humps placed at intervals to limit through travel speeds. It has one motor vehicle travel lane in each direction, with on-street parking, curbs and sidewalks provided on both sides of the roadway.

NE 32nd Avenue is classified by the City of Portland as a City Walkway and a City Bikeway. It is classified as a local service street for all other travel modes. It has a two-lane cross-section without centerline striping and a posted speed limit of 25 mph. On-street parking, curbs and sidewalks are provided on both sides of the roadway. Speed humps are in place in the vicinity of E Burnside Street for traffic calming.

NE Couch Street and NE 30th Avenue are classified by the City of Portland as a City Bikeway and as a local service street for all other travel modes. They have two-lane cross-sections without centerline striping and posted speed limits of 25 mph. On-street parking, curbs and sidewalks are provided on both sides of the roadway.

All other streets in the site vicinity function as local roadways with on-street parking, curbs and sidewalks on both sides of the roadway and 25 mph statutory residential speed limits. The roadways accommodate two-way traffic without centerline striping.

An aerial view of the site and nearby vicinity is provided on the following page (Image from Google Earth).

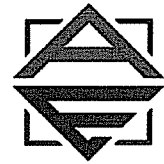
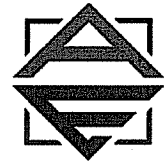


Figure 1 – Site Vicinity Map

TRIP GENERATION

To estimate the average number of trips generated by the existing conditional-use facility over time, trip rates from the manual *TRIP GENERATION*, Tenth Edition, published by the Institute of Transportation Engineers (ITE) were used. The trip rates used were those for land-use code 720, *Medical-Dental Office Building*, since this is the closest corresponding use in the ITE Trip Generation Manual and results in a conservative analysis. Based on the gross floor area of 9,145 square feet, a total of 27 trips are projected during the morning peak hour, with 21 vehicles arriving and 6 vehicles departing the site. During the evening peak hour 33 trips are projected, with 9 entering and 24 departing the site. A weekday total of 264 site trips is expected with half entering and half exiting the site.



The table below offers a summary of the trip generation calculations. A detailed trip generation worksheet is also included in the attached technical appendix.

TRIP GENERATION SUMMARY									
	Morning Peak Hour			Afternoon Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Medical Office									
9,145 square feet	21	6	27	9	24	33	132	132	264

PARKING GENERATION

To estimate the total parking demand generated by the existing conditional use, parking rates from the manual *PARKING GENERATION*, Fourth Edition, published by the Institute of Transportation Engineers (ITE) were used. The parking demand rates used were those for land-use code 720, *Medical-Dental Office Building*. Parking demands were again evaluated based on the gross floor area of the existing facility.

A typical medical office with 9,145 square feet of floor area would be projected to generate a daily peak parking demand of 29 spaces. For medical/dental office facilities, this peak demand typically occurs between 2:00 and 3:00 PM. A detailed parking generation worksheet is included in the attached technical appendix.

PARKING GENERATION SUMMARY	
	Typical Daily Peak Parking Demand
9.145 sf Medical Office	29

CONDITIONAL-USE TRANSPORTATION EVALUATION FACTORS

City of Portland's Planning and Zoning Code describes several transportation evaluation factors for "Institutional and Other Uses in R Zones". Specifically, code section 33.815.105.D.2 requires a determination that, "The transportation system is capable of safely supporting the proposal in addition to the existing uses in the area. Evaluation factors include street capacity, level of service and other



performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle and transit circulation; safety for all modes; and adequate transportation demand management strategies.” Each of these evaluation factors is addressed below.

STREET CAPACITY, LEVEL OF SERVICE AND OTHER PERFORMANCE MEASURES

In order to evaluate the operation of area streets and intersections, observations were conducted during the weekday morning and evening peak hours. The area evaluated extends from NE 28th Avenue to NE 32nd Avenue and from E Burnside Street to NE Glisan Street.

For purposes of evaluation, the four higher-volume streets that form the limits of the evaluated area were considered individually, while the lower-volume local streets internal to the study area which operate similarly were considered collectively. The four signalized intersections within the study area were also evaluated individually.

The local streets internal to the described area (NE 29th Avenue, NE 30th Avenue, NE 31st Avenue, NE Couch Street, NE Davis Street, NE Everett Street and NE Flanders Street) generally operate well within capacity and with high levels of service (ranging from LOS A to LOS B). On-street parking is generally permitted on both sides of the streets, resulting in a narrow effective travel way that provides for traffic calming, ensuring low travel speeds while safely accommodating through traffic. In many instances, vehicles must pull to the side in order to allow traffic traveling in the opposite direction to pass. Operation of such “queuing streets” serves both to reduce through travel speeds and volumes, since vehicles without a destination in the neighborhood typically will not utilize the local streets for cut-through travel. Speeds limits on these streets vary from 20 mph to 25 mph.

Local street intersections within the aforementioned study area operate under a mix of two-way stop control and four-way stop control. Based on the low volume of entering traffic, these intersections operate at level of service A during the peak hours, with the primary source of delay being the need to stop at stop signs. Even when multiple vehicles arrive at intersections simultaneously, delays are very brief and typically consist of waiting for no more than 1-2 vehicles to pass through the intersection prior to entering.

NE 28th Avenue accommodates moderate traffic volumes in each direction, with traffic generally traveling slowly both due to the posted 20 mph speed limit and occasional conflicts with pedestrians crossing the street, bicycles in the roadway, and motor vehicles maneuvering in and out of parking spaces. Despite these brief interruptions, the roadway operates with little overall delay and well within capacity. Unsignalized intersections between NE Glisan Street and E Burnside Street operate with relatively low delays during the peak hours, although side-street vehicles occasionally need to wait for through queues



to pass before entering the intersections. These unsignalized intersections operate at level of service C or better during the morning and evening peak hours.

NE 32nd Avenue operates with somewhat higher traffic volumes than most local streets in the site vicinity due to the presence of traffic signals at both NE Glisan Street and E Burnside Street. However, the volumes of traffic are still very low along this corridor, with the stop-controlled intersections between NE Glisan Street and E Burnside Street operating at level of service B or better during the peak hours.

NE Glisan Street carries moderate traffic volumes, with the highest volumes of traffic traveling westbound during the morning peak hour and eastbound during the evening peak hour. The observed traffic volumes remain well within the carrying capacity of a single travel lane in each direction. The unsignalized intersections along NE Glisan Street between NE 28th Avenue and NE 32nd Avenue operate well within capacity, and at level of service C or better.

E Burnside Street carries moderately high directional traffic volumes, with the majority of traffic again traveling westbound during the morning peak hour and eastbound during the evening peak hour. In order to more efficiently serve these directional traffic peaks, a second eastbound travel lane is provided, and the westbound right-turn lane at NE 28th Avenue which accommodates on-street parking during the majority of the day is restricted during the morning peak hours to better accommodate the higher volume of westbound traffic during this time. The unsignalized intersections along E Burnside Street between NE 28th Avenue and NE 32nd Avenue operate within capacity and with low to moderate delays for the stop-controlled movements, at level of service D or better during the peak hours.

The intersection of NE 28th Avenue at NE Glisan Street is controlled by a traffic signal. The northbound and southbound approaches each have a single, shared lane for all turning movements. The eastbound and westbound approaches each have a left-turn lane and a shared through/right lane. During the morning and evening peak hours, the intersection was observed to operate within capacity and at level of service D or better.

The signalized intersection of NE 32nd Avenue at NE Glisan Street has a single, shared travel lane for all turning movements on each of the four intersection approaches. During the morning and evening peak hours the intersection was observed to operate well within capacity and at level of service B/C.

The intersection of NE 28th Avenue at E Burnside Street is also controlled by a traffic signal. The northbound and southbound approaches each have single shared travel lane for all turning movements. The westbound approach has a left-turn lane, a through lane, and a right-turn lane. The eastbound approach has a left-turn lane, a dedicated through lane and a shared through/right lane. During the morning and evening peak hours, the intersection operates within capacity and at level of service D or better.



Everett House Community Healing Center

March 21, 2018

Page 7 of 11

The signalized intersection of NE 32nd Avenue at E Burnside Street has a single, shared travel lane for all turning movements on the northbound and southbound approaches. The westbound approach has a left-turn lane and a shared through/right lane. The eastbound approach has a left-turn lane, a dedicated through lane, and a shared through/right lane. During the morning and evening peak hours, the intersection was observed to operate well within capacity and at level of service C or better.

Based on the operational observations, all study streets and intersections are currently operating within capacity and with acceptable levels of service. Since the subject use was in operation during the observations, no additional traffic is anticipated upon renewal of the conditional-use permit. Accordingly, the study area streets and intersections are projected to continue to operate acceptably upon renewal of the conditional-use permit. No operational mitigations are necessary or recommended.

ACCESS TO ARTERIALS

The subject site enjoys connections to NE Glisan Street, NE 28th Avenue and E Burnside Street, which are classified as Collector Streets. These streets provide connections to NE Cesar E Chavez Boulevard, NE Sandy Boulevard, NE Martin Luther King Jr. Boulevard, and ultimately to I-5 and I-84. The subject site and vicinity are well served by access to arterials.

CONNECTIVITY

The street grid in the immediate site vicinity is complete, with direct connections to major streets traveling both north/south and east/west.

Sidewalks are provided on both sides of all area streets, and marked crosswalks are available crossing higher-volume streets in the site vicinity.

Most area streets accommodate low traffic speeds and volumes and can be safely shared between motor vehicles and bicycles. Several vicinity streets have sharrows to reinforce the message that bikes may share the roadway, and bike lanes are provided in both directions along NE Glisan Street.

Based on the analysis, connectivity is favorable for all travel modes.

TRANSIT AVAILABILITY

Tri-Met Routes 19 and 20 operate in the site vicinity on NE Glisan Street and E Burnside Street, respectively. These bus lines provide service to Downtown Portland as well as the Gateway Transit Center and beyond 7 days per week. The nearest bus stops are located on NE Glisan Street immediately east of NE 30th Avenue and on E Burnside Street west of NE 28th Avenue.



Everett House Community Healing Center

March 21, 2018

Page 8 of 11

Adequate transit service is available for both patrons and employees of the subject site, as well as the other uses in the site vicinity.

ON-STREET PARKING IMPACTS

In order to evaluate the operation of area streets and intersections, observations of on-street parking demands were conducted during a mid-week day and a Saturday between the hours of 11:00 AM and 11:00 PM. The study area was bounded by NE Glisan Street, E Burnside Street, NE 28th Avenue and NE 32nd Avenue. Due to the higher volumes of traffic on NE Glisan Street and E Burnside Street, only the near sides of these streets were included in the parking study.

There were a total of 743 on-street parking spaces observed within the study area. The maximum occupancy occurred between 7:00 and 8:00 PM on a Saturday, when 601 vehicles were observed to be parked within the available on-street spaces. This equates to an overall parking occupancy of 81 percent.

The parking observations included parking demands from the Everett House, since it is currently in use and has no off-street parking available. Notably, the observations showed that even during the peak demand hours there was always more than one block face within one block of the subject property that had less than 60% occupancy. Adequate on-street parking was continuously available throughout the weekday and weekend periods of operation of the facility. Accordingly, there is adequate on-street parking to safely meet the demands of the site in addition to the demands of the other uses in the site vicinity.

ACCESS RESTRICTIONS

There are currently no restrictions on access in the site vicinity, and none are needed to maintain safe operation with continued approval of the subject use.

NEIGHBORHOOD IMPACTS

The Everett House Community Healing Center has been in continuous operation since 1977, when it operated under a home occupational permit. It has operated under a conditional-use permit since 1981. Renewal of the conditional-use permit for the site will maintain conditions similar to those experienced over the past few decades, and is not projected to result in any significant impacts to the surrounding neighborhood.



IMPACTS ON PEDESTRIAN, BICYCLE AND TRANSIT CIRCULATION

As described previously, the existing transportation network in the site vicinity provides safe connections for transit users, pedestrians, bicycles, and motor vehicles. Continued use of the of subject property will not impact circulation for any travel mode.

SAFETY FOR ALL MODES

As described previously, continuous sidewalks are provided on both sides of the roadways within the study area. The low-volume local intersections and streets can be safely crossed without the need for marked crosswalks or pedestrian signals. The signalized intersections that form the four boundary corners of the study area each have pedestrian signals and marked crosswalks for all four legs of the intersections. Additionally, enhanced pedestrian crossing treatments are provided on NE Glisan Street at NE 30th Avenue and on E Burnside Street at NE 30th Avenue. The existing pedestrian facilities are capable of safely accommodating pedestrians traveling throughout the study area, as well as transit and motor-vehicle users as they walk between bus stops or parking spaces and their ultimate destinations.

The local streets within the study area consist of low-speed roadways accommodating very low to moderately low traffic volumes. Bicycles can safely share these roadways with motorized traffic. Bike lanes are in place along both side of NE Glisan Street in the site vicinity, providing east/west connectivity. An additional east/west connection is provided one block south of E Burnside Street along SE Ankeny Street, which is a Neighborhood Greenway with sharrow markings and speed humps for traffic calming. NE 32nd Avenue is designated as a Shared Roadway, with low volumes of low-speed traffic. NE 30th Avenue also provides a usable north/south connection for bicycles due to the enhanced crossing treatments provided at NE Glisan Street and at E Burnside Street. These streets provide connections to the surrounding city's bicycle network.

To evaluate motor vehicle safety, crash data was obtained from the Oregon Department of Transportation's Crash Analysis and Reporting Unit. The data obtained was for the most recent three years available, from January 2014 through December 2016. Crash data was examined for the intersections of NE 29th Avenue at NE Glisan Street, NE 30th Avenue at NE Glisan Street, NE 28th Avenue at NE Flanders Street, and NE 28th Avenue at NE Everett Street, which are the intersections most likely to be used by site trips to access the major streets in the site vicinity. Crash data was also examined for the nearby signalized intersections of NE 28th Avenue at NE Glisan Street and NE 32nd Avenue at NE Glisan Street.

The intersection of NE 28th Avenue at NE Glisan Street had 6 reported crashes during the three-year analysis period. These included five turning-movement collisions and one rear-end collision. Two crashes resulted a report of a "possible injury/complaint of pain". The other crashes resulted in property damage only.



Everett House Community Healing Center

March 21, 2018

Page 10 of 11

The intersection of NE 29th Avenue at NE Glisan Street had 4 reported crashes during the three-year analysis period. These included two rear-end collisions and two angle collisions. The crashes resulted in one non-incapacitating injury and five reports of a “possible injury/complaint of pain”.

The intersection of NE 30th Avenue at NE Glisan Street had 2 reported crashes during the three-year analysis period. These included one rear-end collision and one sideswipe-overtaking collision. The crashes resulted in property damage only.

The intersection of NE 32nd Avenue at NE Glisan Street had 3 reported crashes during the three-year analysis period. These included two rear-end collisions and one angle collision. The crashes resulted in property damage only.

The intersection of NE 28th Avenue at NE Flanders Street had one reported crash during the three-year analysis period. It was a non-collision in which a motorcycle overturned while traveling at high speed, resulting in incapacitating injuries to the rider.

The intersection of NE 28th Avenue at NE Everett Street had two reported crashes during the three-year analysis period. These included one turning-movement collision and one angle collision. The crashes resulted in one report of a “possible injury/complaint of pain”.

Based on the crash data, the study area intersections are currently operating acceptably with respect to safety. No significant crash hazards were identified, and no specific safety mitigation is recommended.

Based on the analysis, the transportation system in the site vicinity can safely accommodate all modes of transportation, and is adequate for the conditional use in addition to the other uses in the vicinity.

ADEQUATE TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

As described in the Transportation Demand Management plan provided under separate cover, the Everett House Community Healing Center will use information, facilities and incentives to minimize transportation and parking impacts on the surrounding community. These include:

- Making transit schedules and Bike + Walk Maps available at the site;
- Providing information regarding discount/incentive policies as well as relevant links for alternative travel mode resources within the Everett House email newsletters and website.
- Providing secure bicycle parking is available within the site (10 total spaces);
- Providing a \$50/month credit is offered for employee bus passes; and
- Providing a 15% discount to members and patrons that walk, bike, use public transit, or use ridesharing when visiting the site.



Everett House Community Healing Center

March 21, 2018

Page 11 of 11

CONCLUSIONS

Based on the detailed analysis of the conditional-use evaluation factors, the transportation system is capable of safely supporting continued use of the Everett House Community Healing Center in addition to the other existing uses in the area. No further mitigations are necessary or recommended.

If you have any questions regarding this analysis or if you need any further assistance, please don't hesitate to contact me.

Sincerely,

Michael Ard, PE
Principal Engineer

Appendix

Trip Generation Calculation Worksheet



Land Use Description: Medical-Dental Office Building

ITE Land Use Code: 720

Independent Variable: Gross Floor Area

Quantity: 9.175 Thousand Square Feet

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Equation: $\ln(T) = 0.89 \ln(X) + 1.31$

Directional Distribution: 78% Entering 22% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Equation: $T = 3.39(X) + 2.02$

Directional Distribution: 28% Entering 72% Exiting

Total Weekday Traffic

Trip Equation: $T = 38.42(X) - 87.62$

Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

9.2 ksf Medical-Dental Office Building

	Entering	Exiting	Total
AM Peak Hour	21	6	27
PM Peak Hour	9	24	33
Weekday	132	132	264

Parking Generation Calculations



Land Use Description: Medical-Dental Office Building
 ITE Land Use Code: 720
 Independent Variable: Gross Floor Area
 Quantity: 9.145 Thousand Square Feet

Statistic	Peak Period Demand
Peak Period	10:00 a.m.-12:00 p.m.; 2:00-3:00 p.m.
Number of Study Sites	86
Average Size of Study Sites	57,000 sq. ft. GFA
Average Peak Period Parking Demand	3.20 vehicles per 1,000 sq. ft. GFA
Standard Deviation	1.22%
Coefficient of Variation	38%
95% Confidence Interval	2.94-3.46 vehicles per 1,000 sq. ft. GFA
Range	0.96-5.65 vehicles per 1,000 sq. ft. GFA
85th Percentile	4.27 vehicles per 1,000 sq. ft. GFA
33rd Percentile	2.68 vehicles per 1,000 sq. ft. GFA





Site Parking Generation Calculations

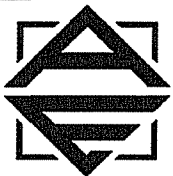
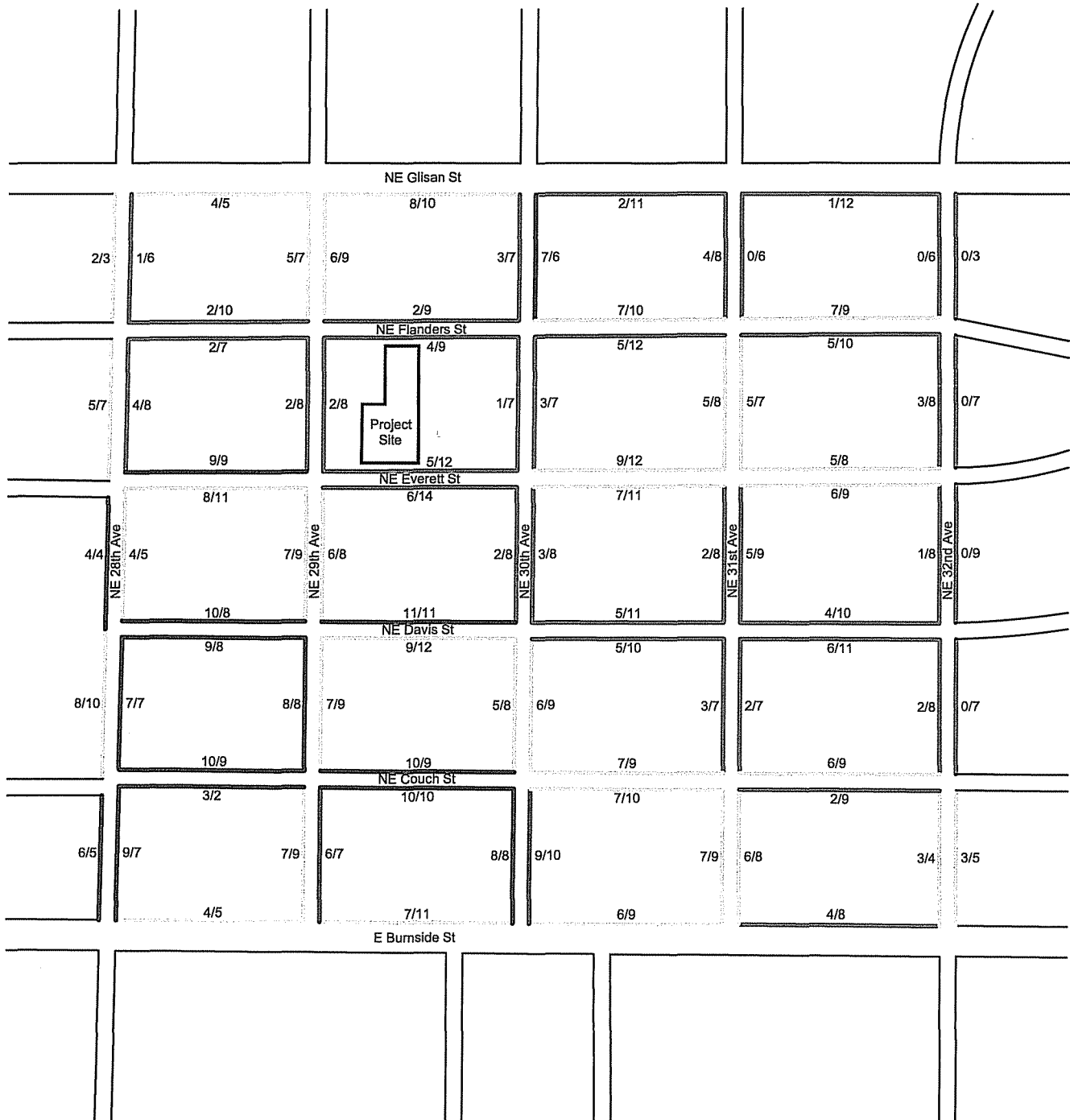
9.1 ksf Medical-Dental Office Building

Peak Parking Demand	29 vehicles
33rd Percentile Demand	25 vehicles
85th Percentile Demand	39 vehicles

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 60% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 11:00 AM - 12:00 PM (Saturday, December 9, 2017)

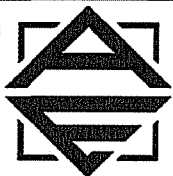
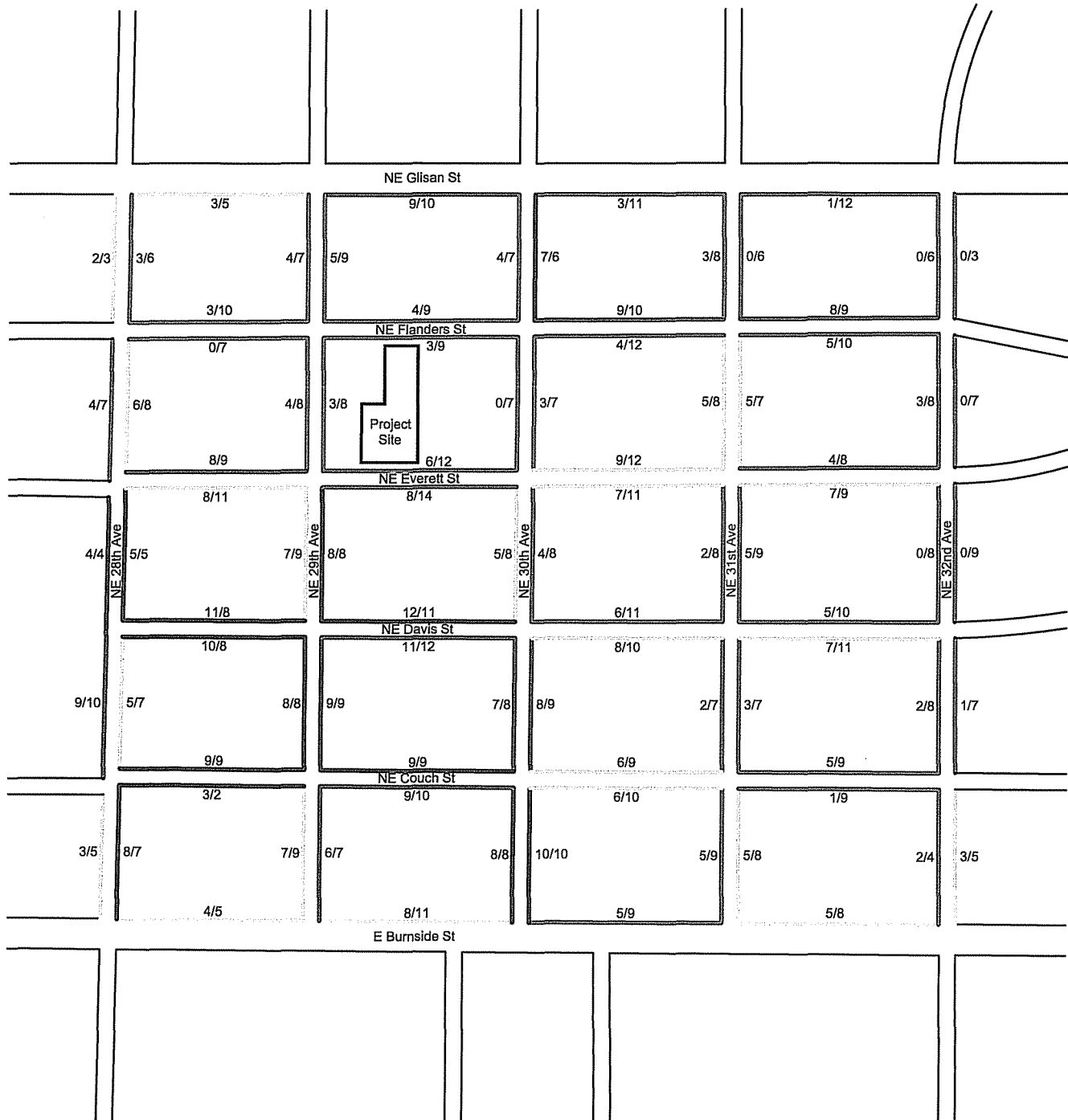
FIGURE
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X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 62% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL







PARKING OCCUPANCY MAP
Everett House Community Healing Center
12:00 PM - 1:00 PM (Saturday, December 9, 2017)

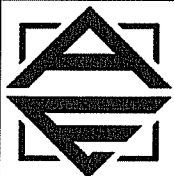
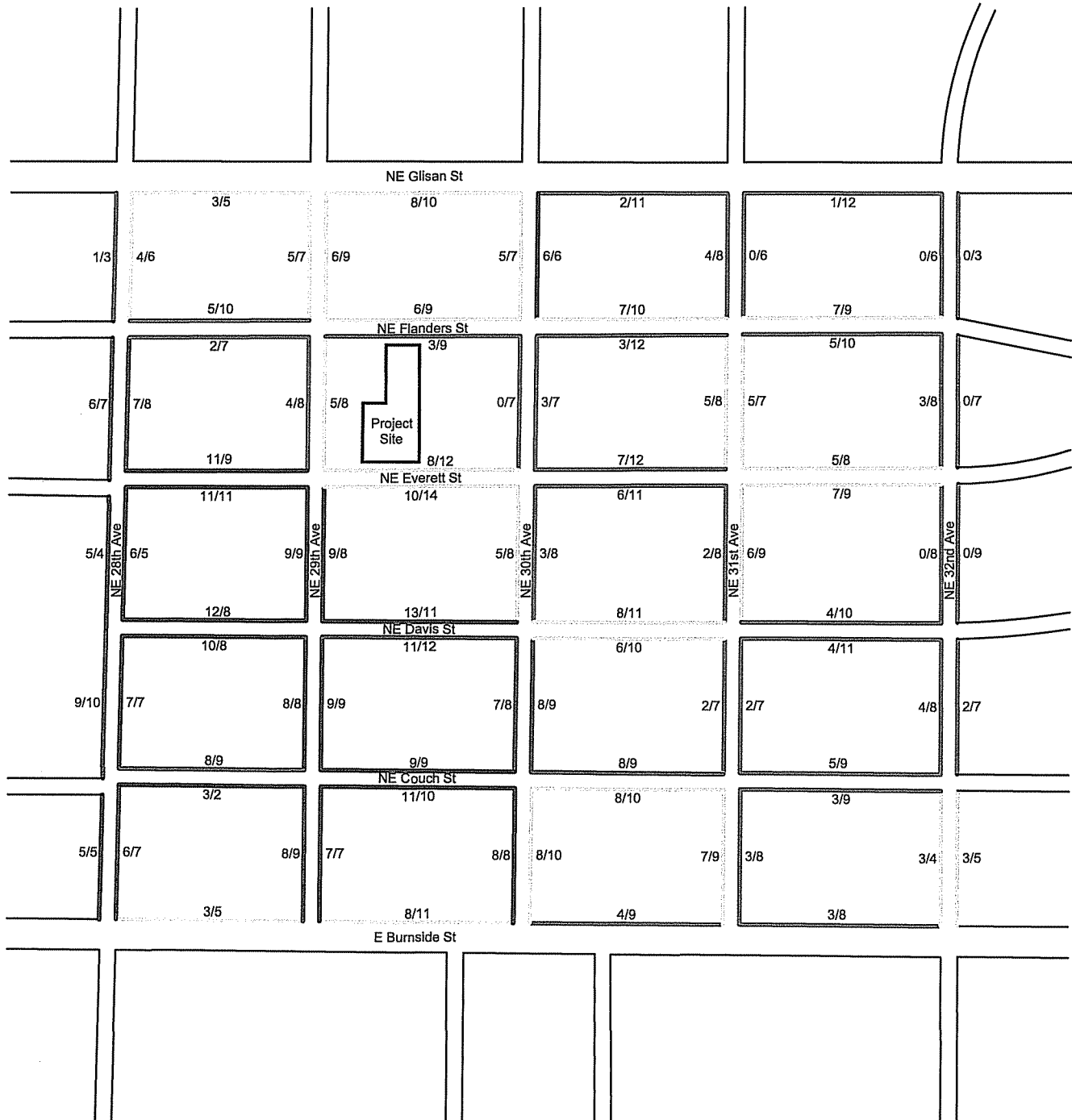
FIGURE
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X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 66% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 1:00 PM - 2:00 PM (Saturday, December 9, 2017)

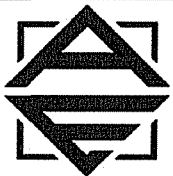
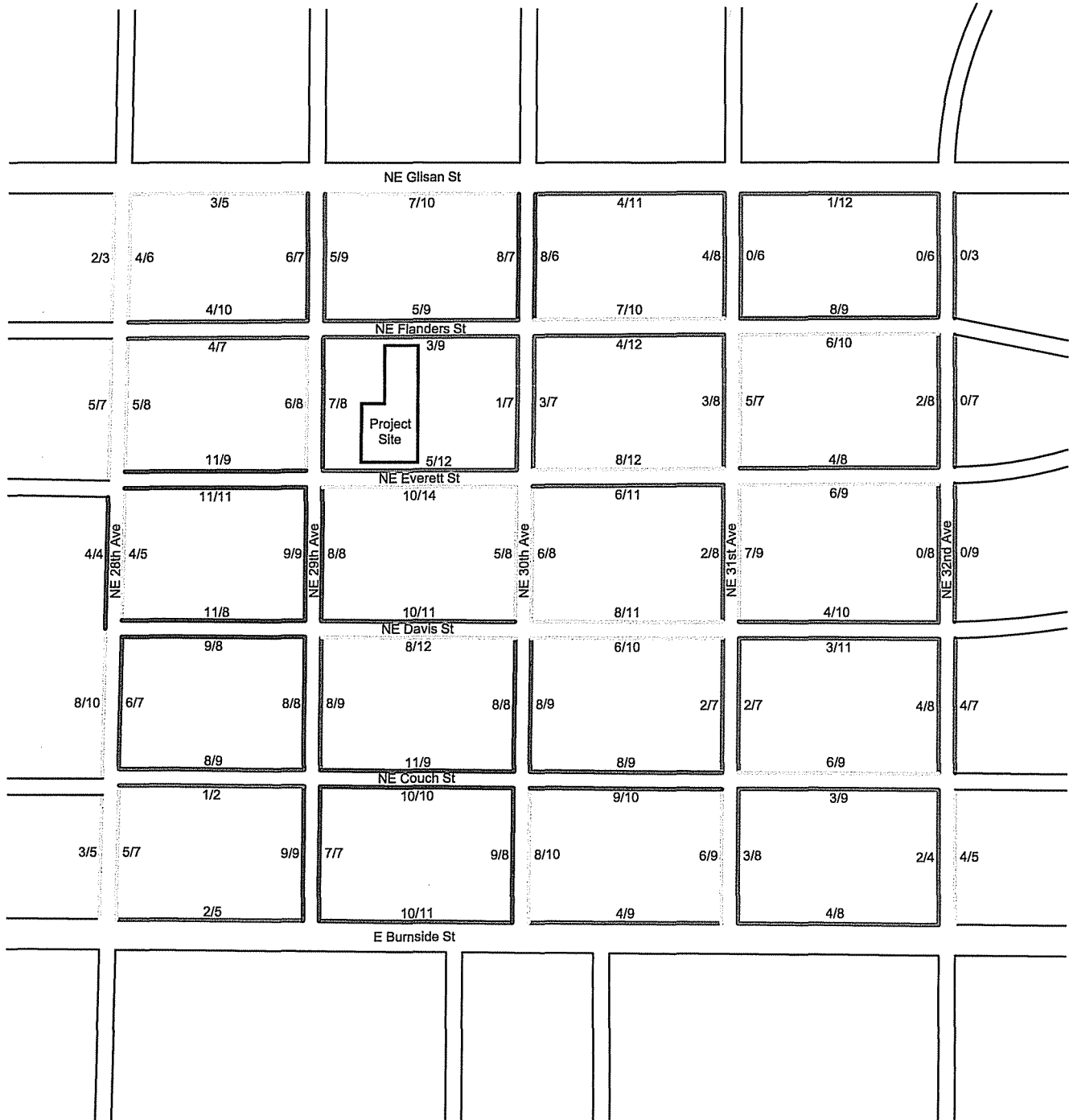
FIGURE
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X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 65% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 2:00 PM - 3:00 PM (Saturday, December 9, 2017)

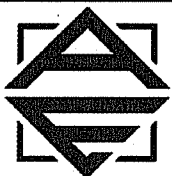
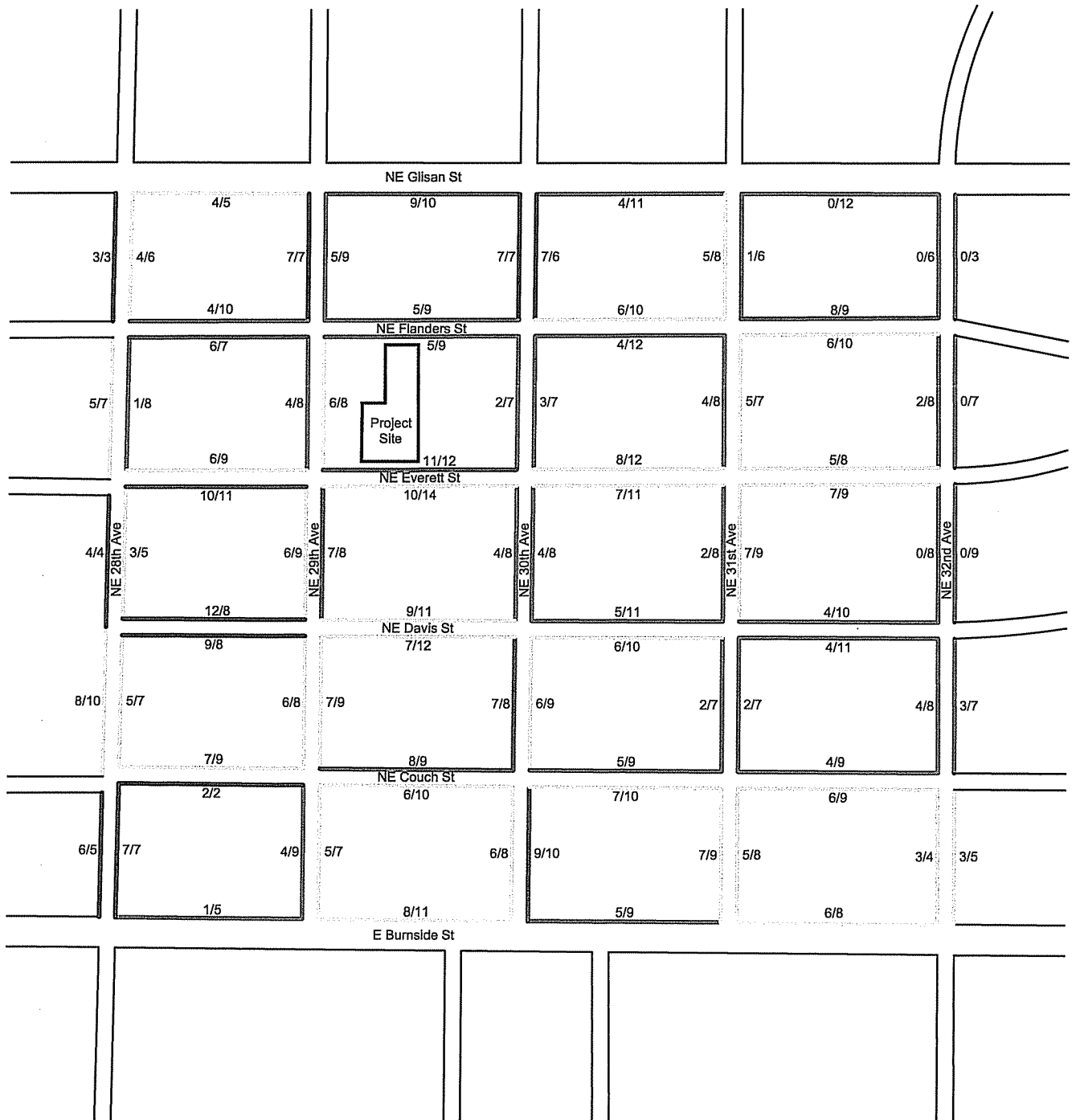
FIGURE
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X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 62% OF CAPACITY

LEGEND:



-  = 0-60% FULL
-  = 60-84% FULL
-  = 85-99% FULL
-  = 100% FULL



PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 3:00 PM -4:00 PM (Saturday, December 9, 2017)

FIGURE
5

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5





	=0-60% FULL
	=60-84% FULL
	=85-99% FULL
	=100% FULL

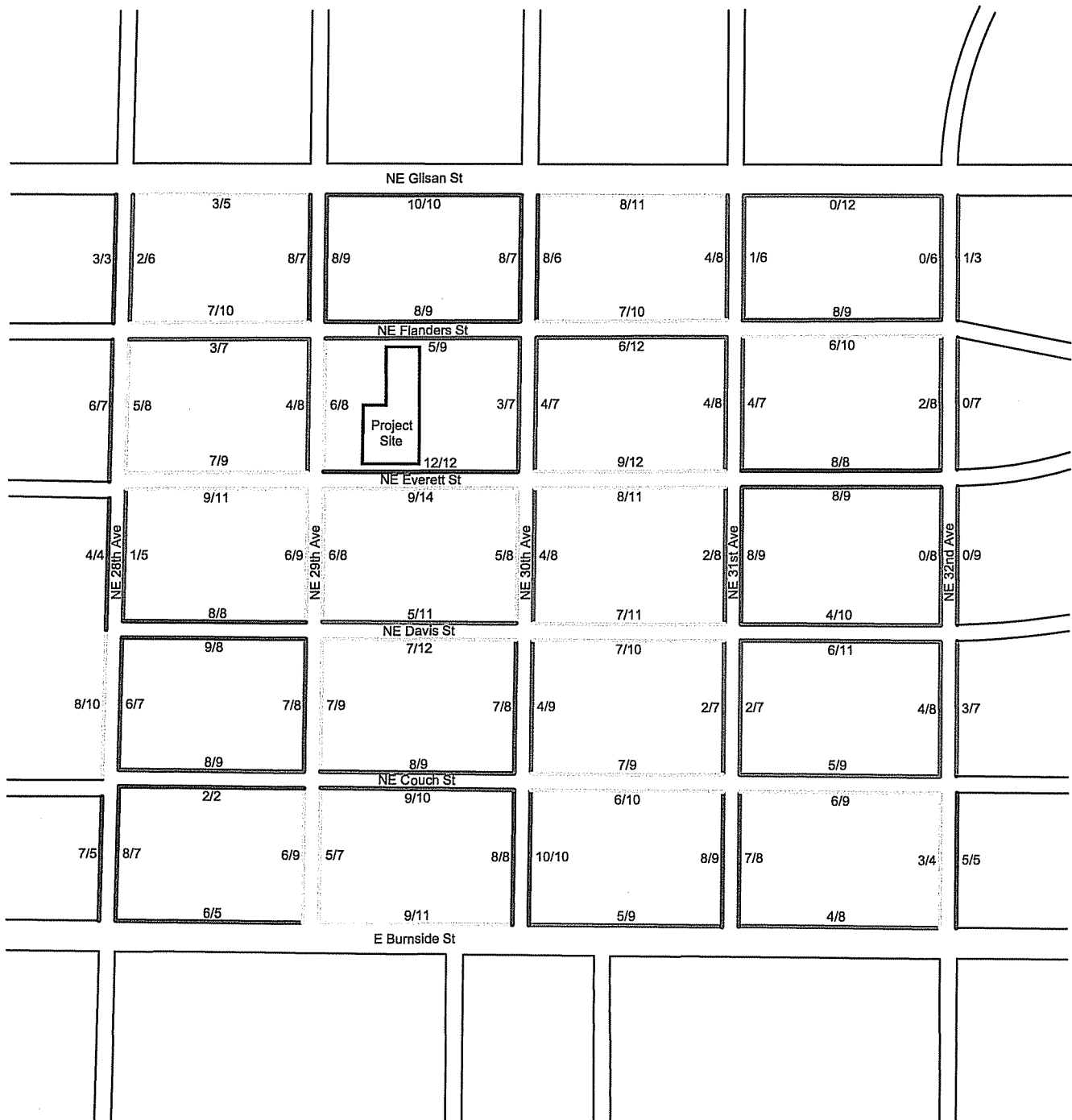


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X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 68% OF CAPACITY

LEGEND:

-  = 0-60% FULL
-  = 60-84% FULL
-  = 85-99% FULL
-  = 100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 5:00 PM - 6:00 PM (Saturday, December 9, 2017)

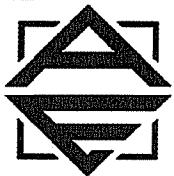
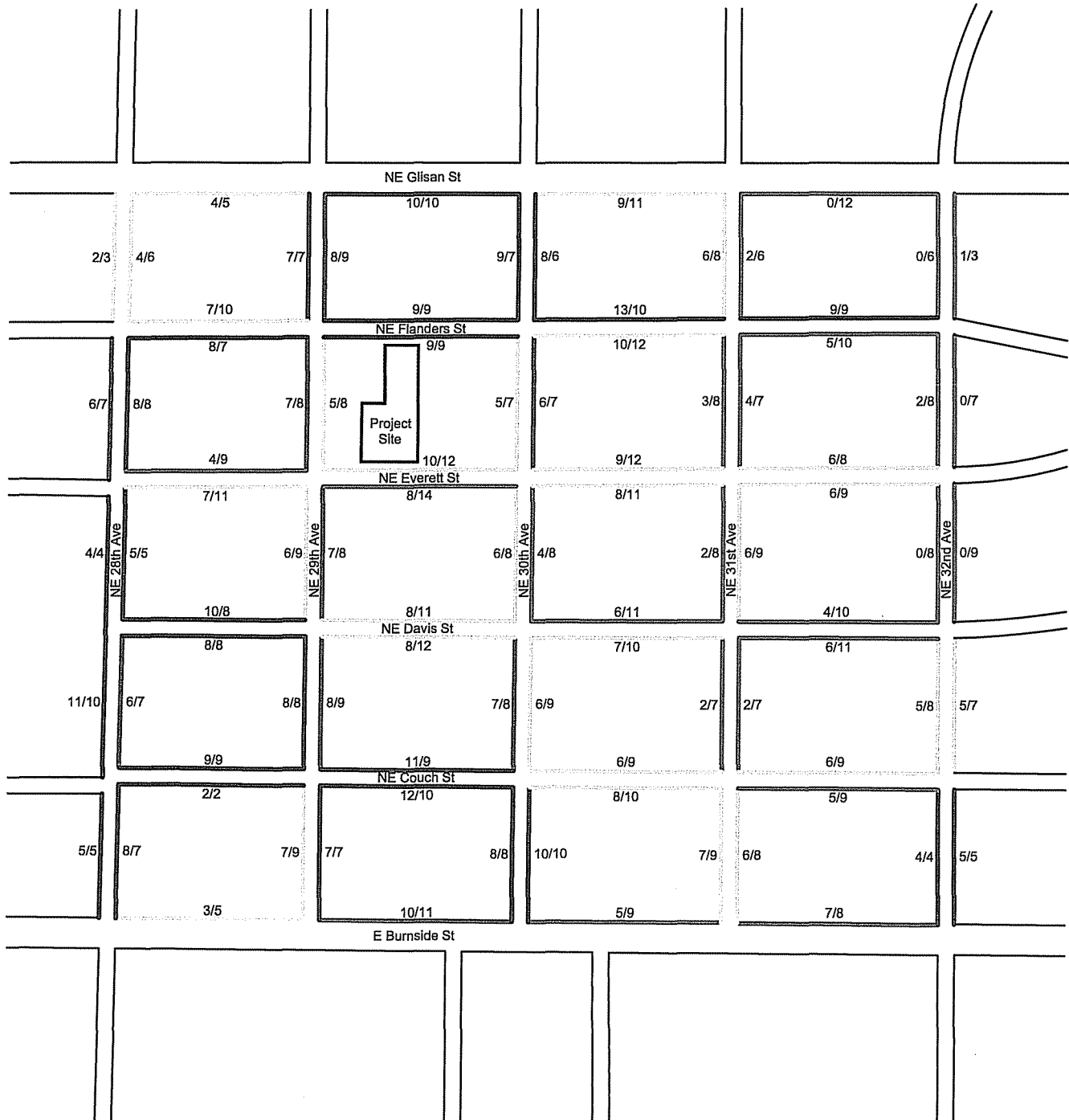
FIGURE
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X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 74% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL



PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 6:00 PM -7:00 PM (Saturday, December 9, 2017)

FIGURE
8

PAGE
8

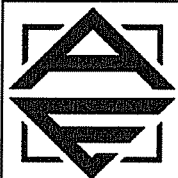
LEGEND:

===== =0-60% FULL

===== =60-84% FULL

===== =85-99% FULL

===== =100% FULL







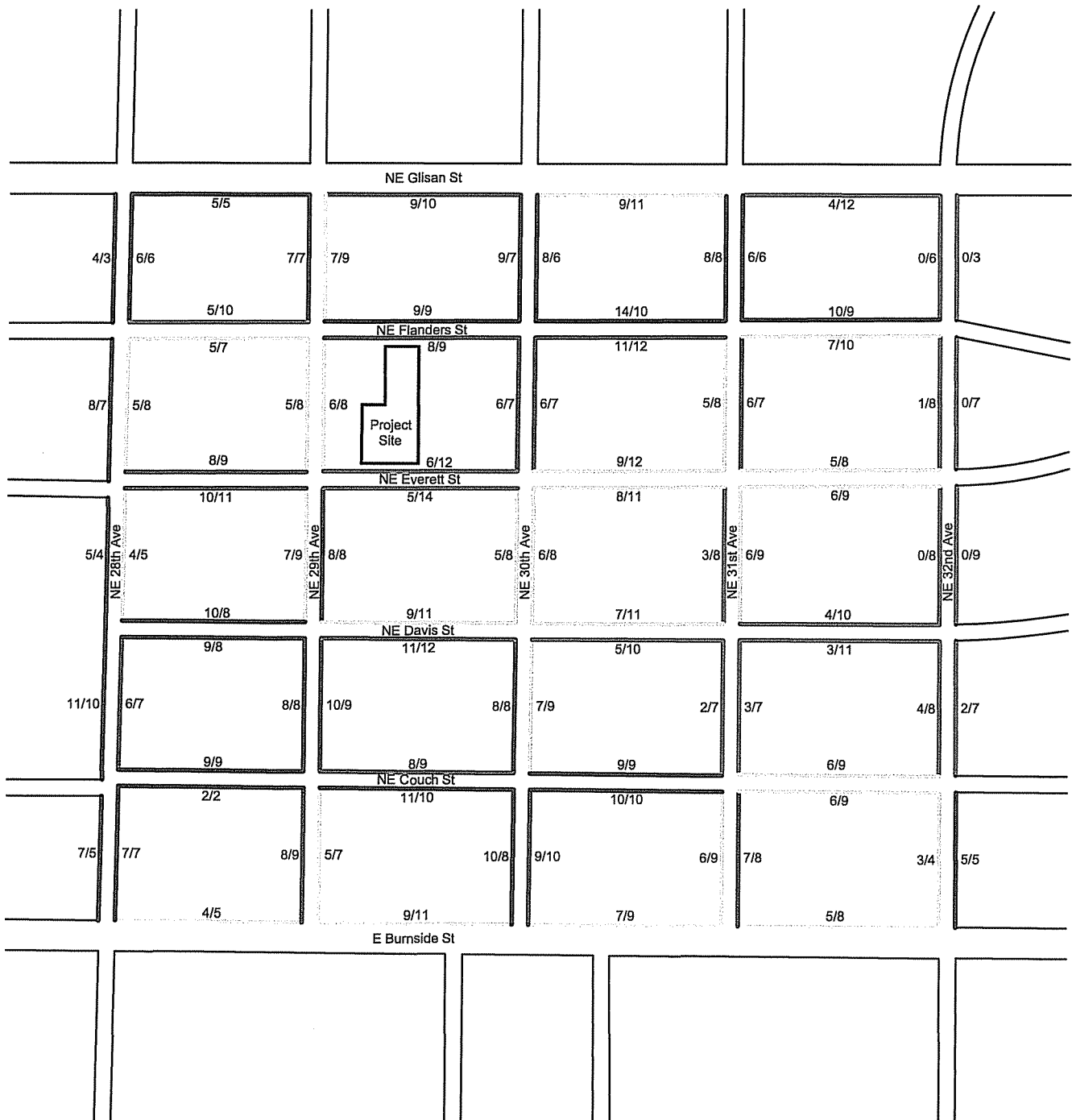
7:00 PM - 8:00 PM (Saturday, December 9, 2017)

PAGE
9

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 77% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL





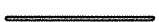

PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 8:00 PM - 9:00 PM (Saturday, December 9, 2017)

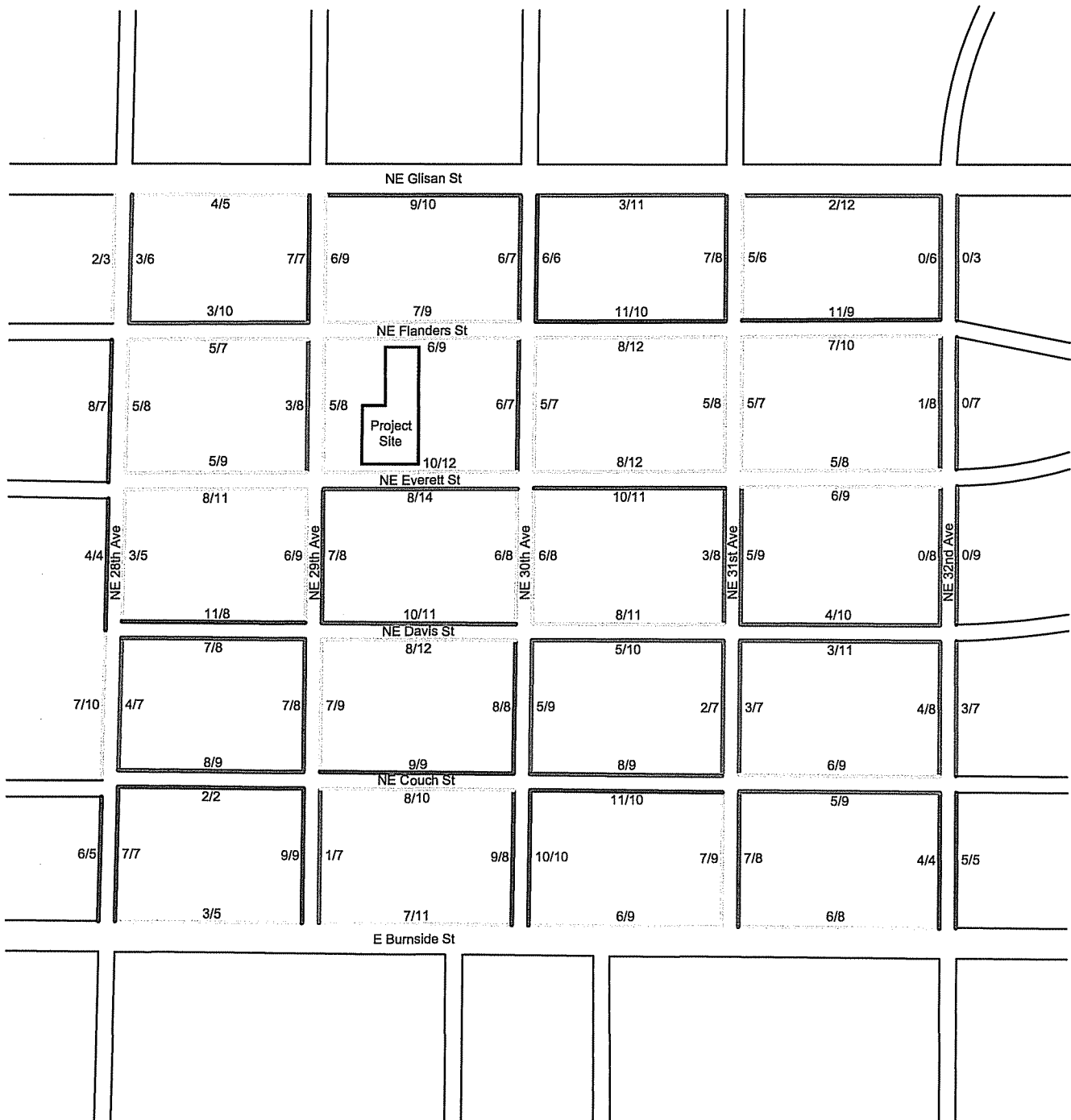
FIGURE
 10

PAGE
 10

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 69% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 9:00 PM - 10:00 PM (Saturday, December 9, 2017)

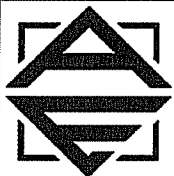
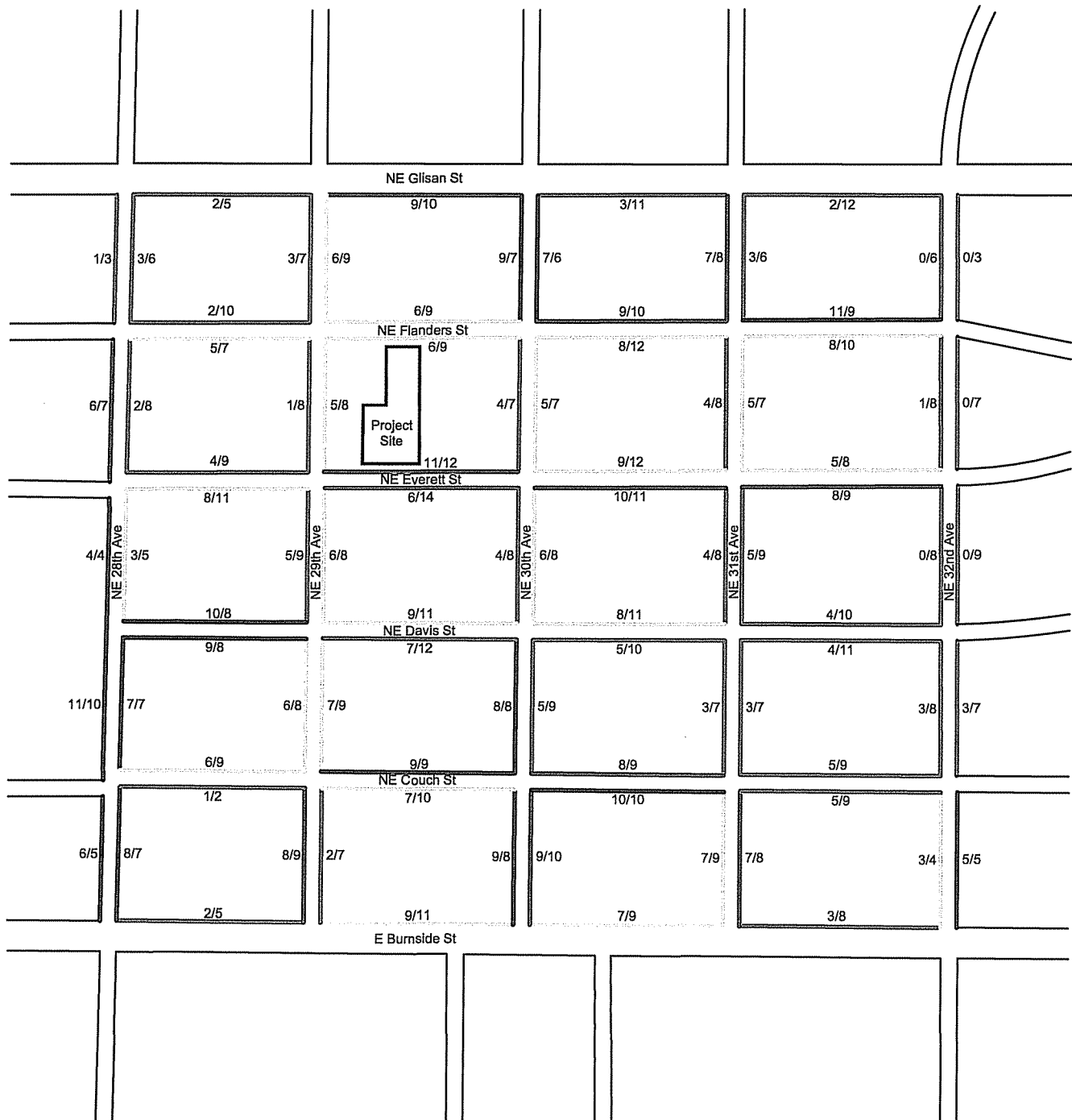
FIGURE
11

PAGE
11

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 66% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL




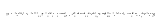


PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 10:00 PM - 11:00 PM (Saturday, December 9, 2017)

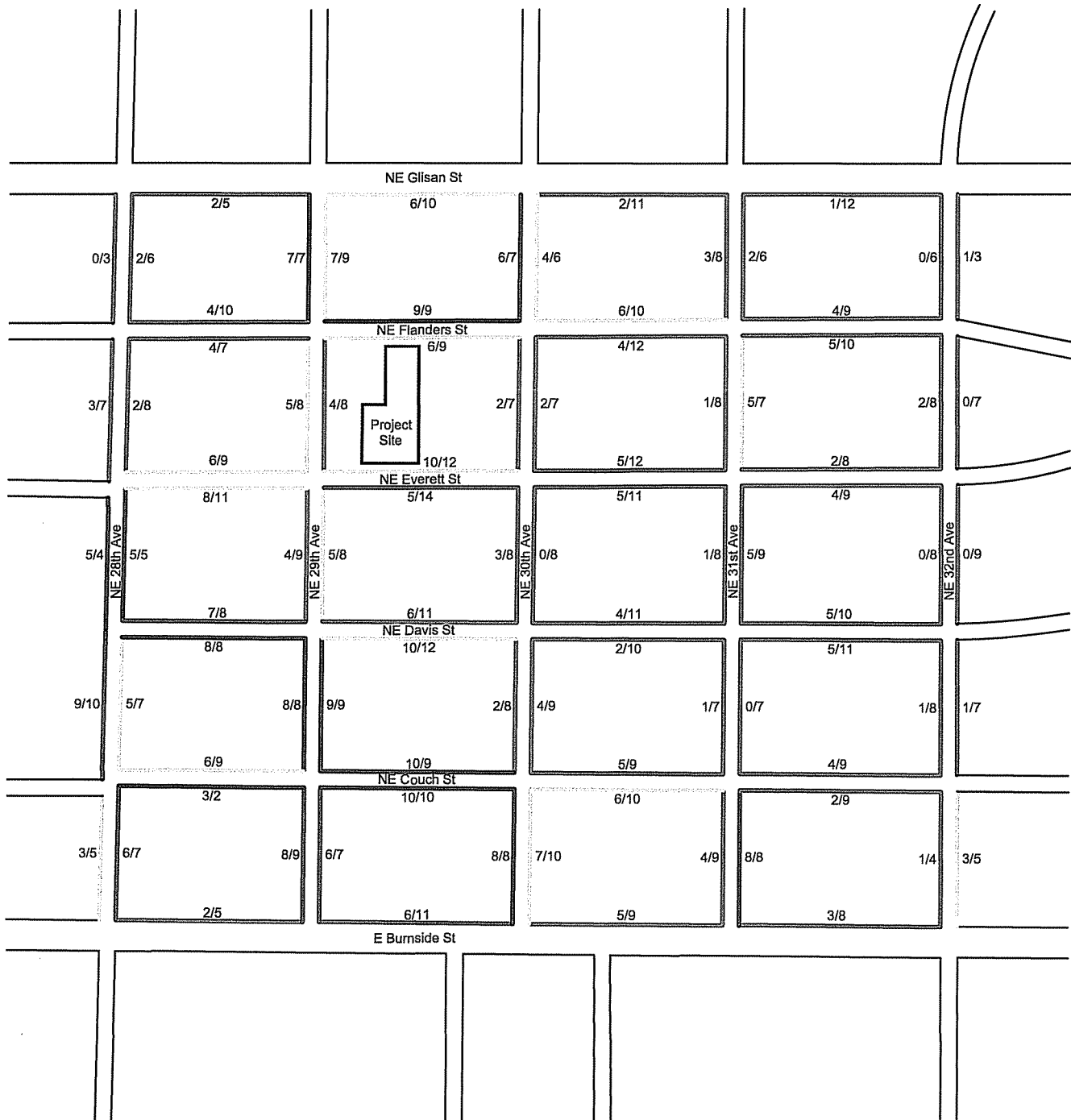
FIGURE
12

PAGE
12

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 52% OF CAPACITY

LEGEND:

-  = 0-60% FULL
-  = 60-84% FULL
-  = 85-99% FULL
-  = 100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 11:00 AM - 12:00 PM (Tuesday, December 12, 2017)

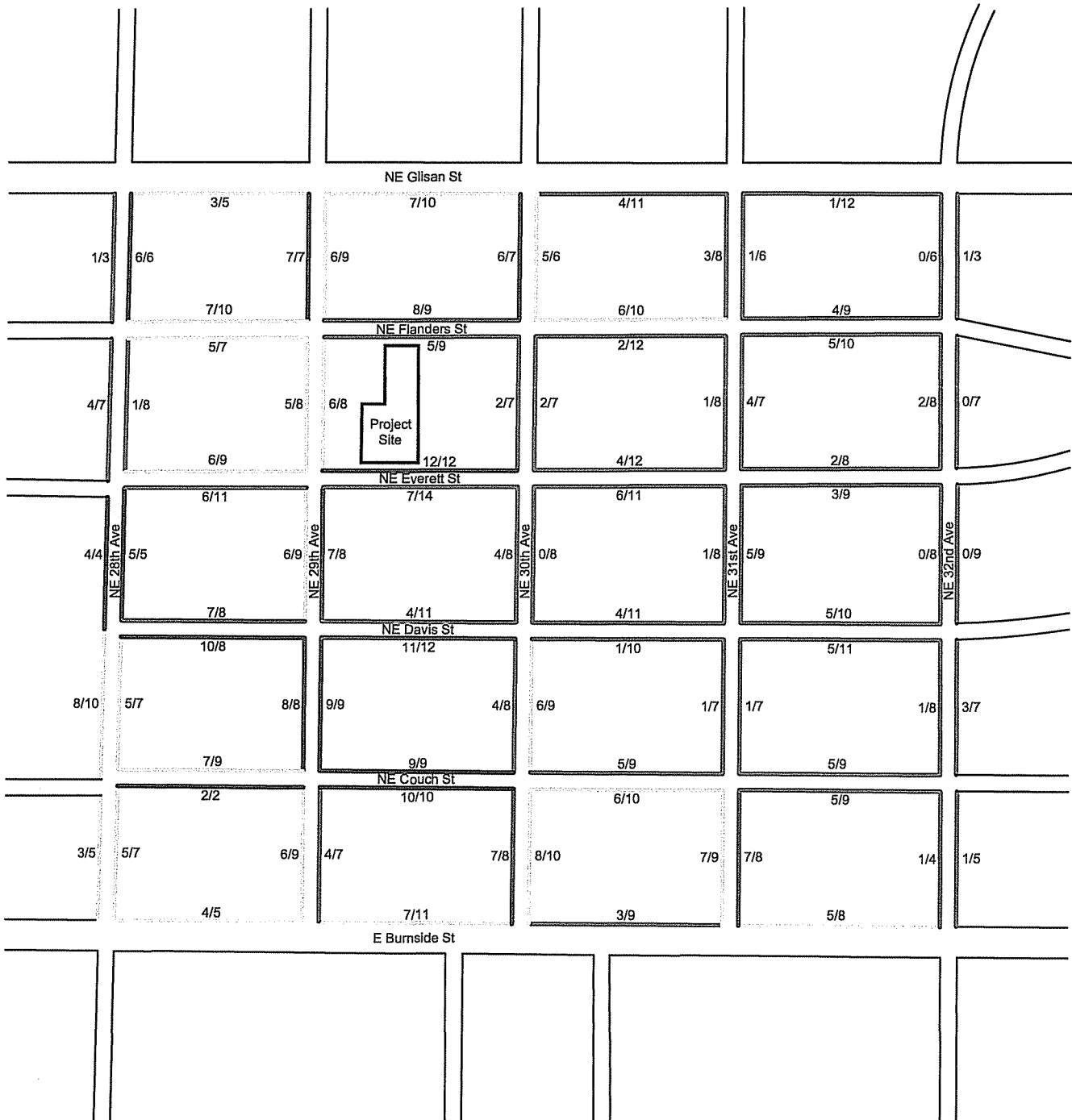
FIGURE
13

PAGE
13

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 55% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL





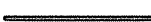

PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 12:00 PM - 1:00 PM (Tuesday, December 12, 2017)

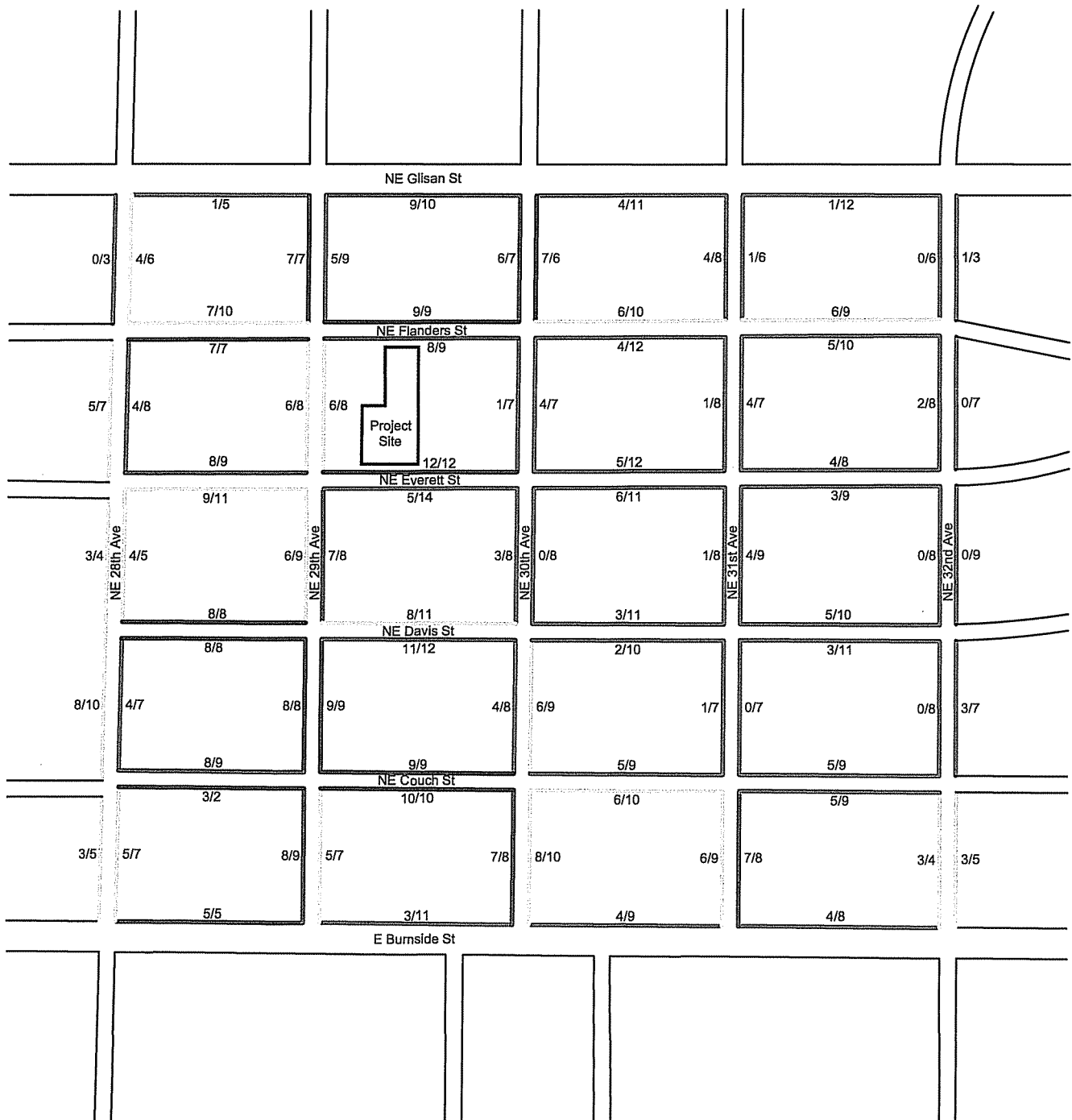
FIGURE
14

PAGE
14

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 58% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL



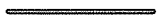



PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 1:00 PM - 2:00 PM (Tuesday, December 12, 2017)

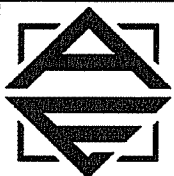
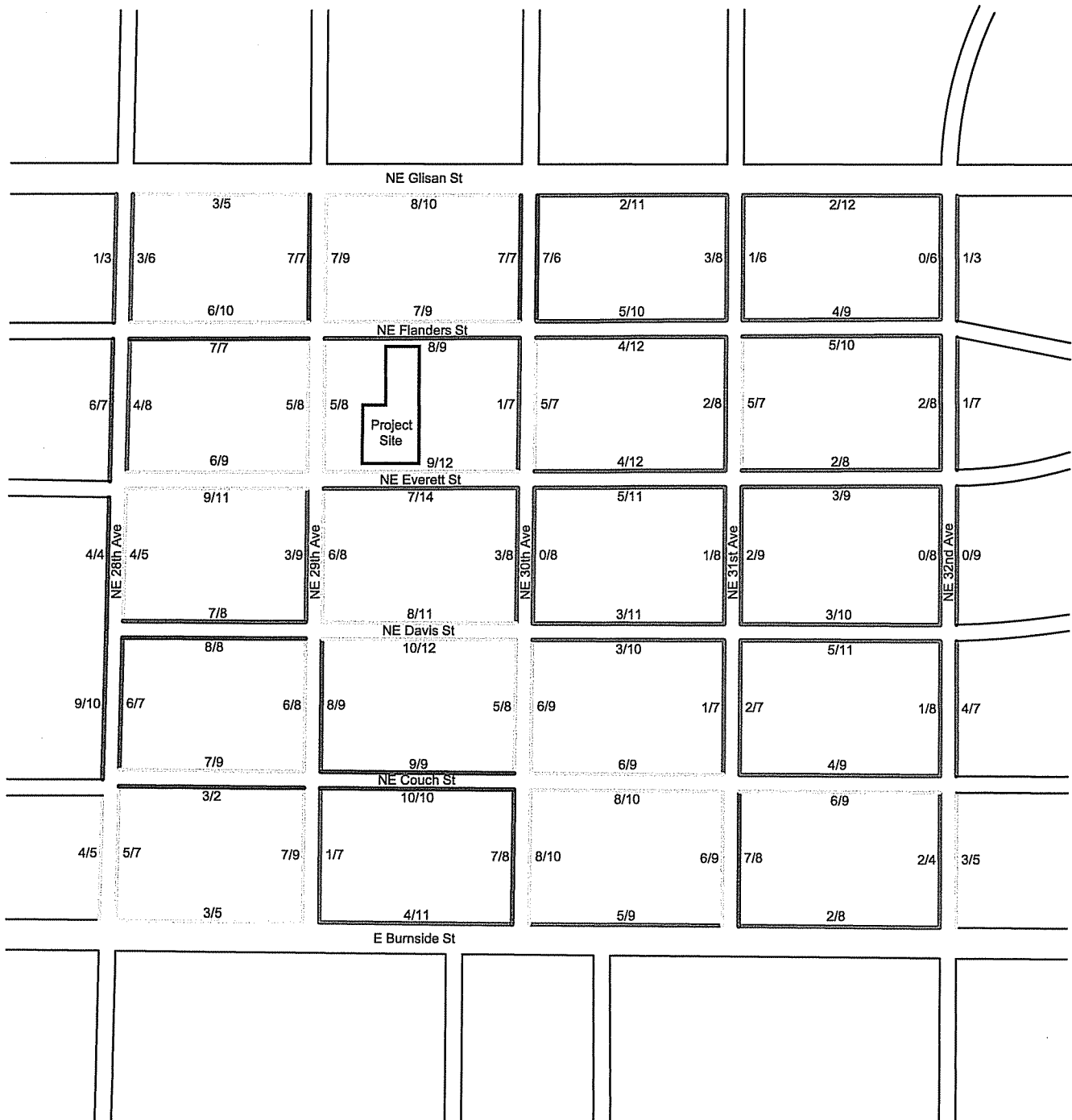
FIGURE
15

PAGE
15

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 56% OF CAPACITY

LEGEND:

-  = 0-60% FULL
-  = 60-84% FULL
-  = 85-99% FULL
-  = 100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 2:00 PM - 3:00 PM (Tuesday, December 12, 2017)

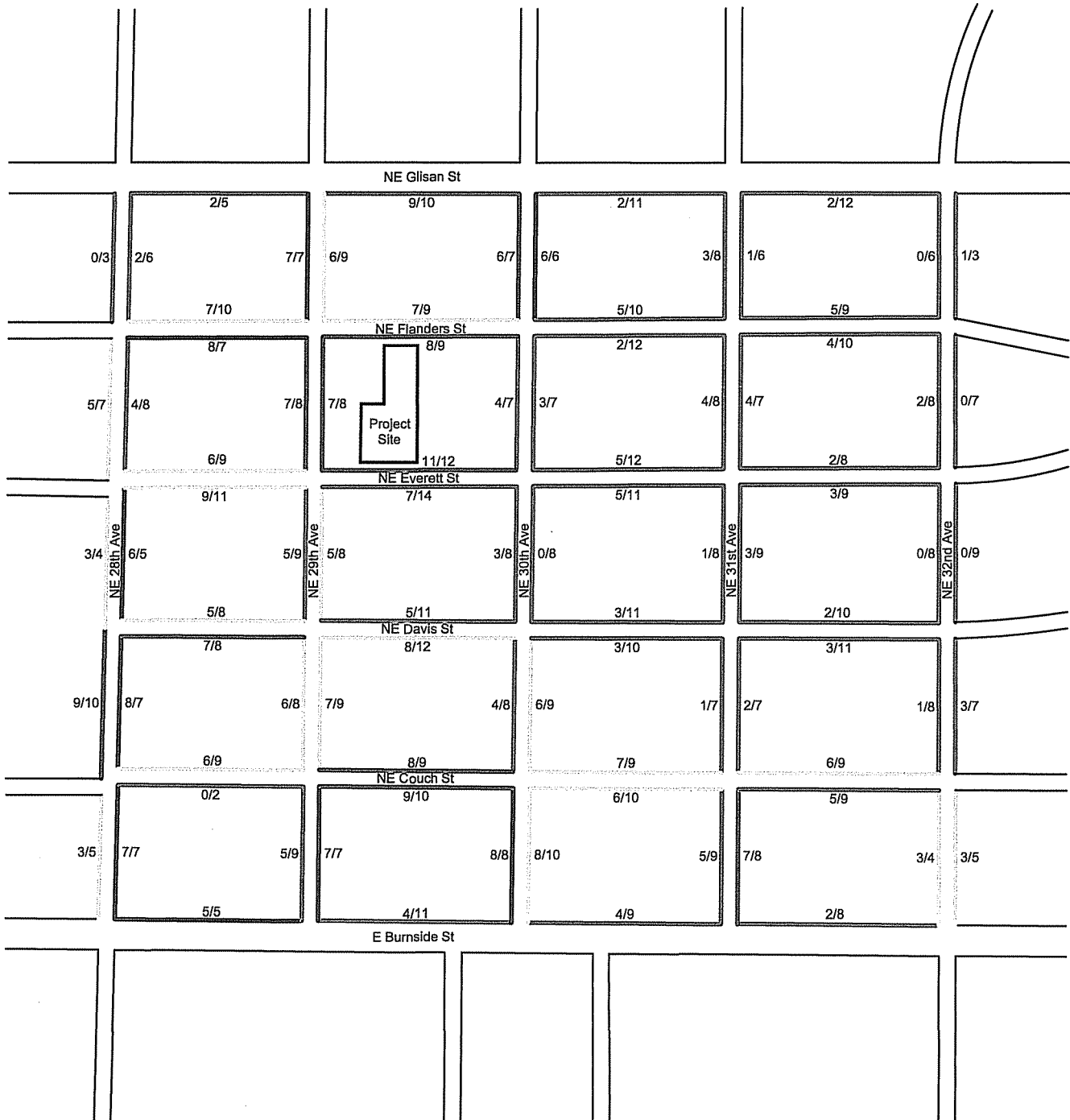
FIGURE
16

PAGE
16

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 55% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL



PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 3:00 PM - 4:00 PM (Tuesday, December 12, 2017)

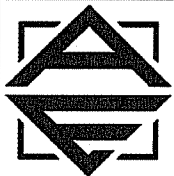
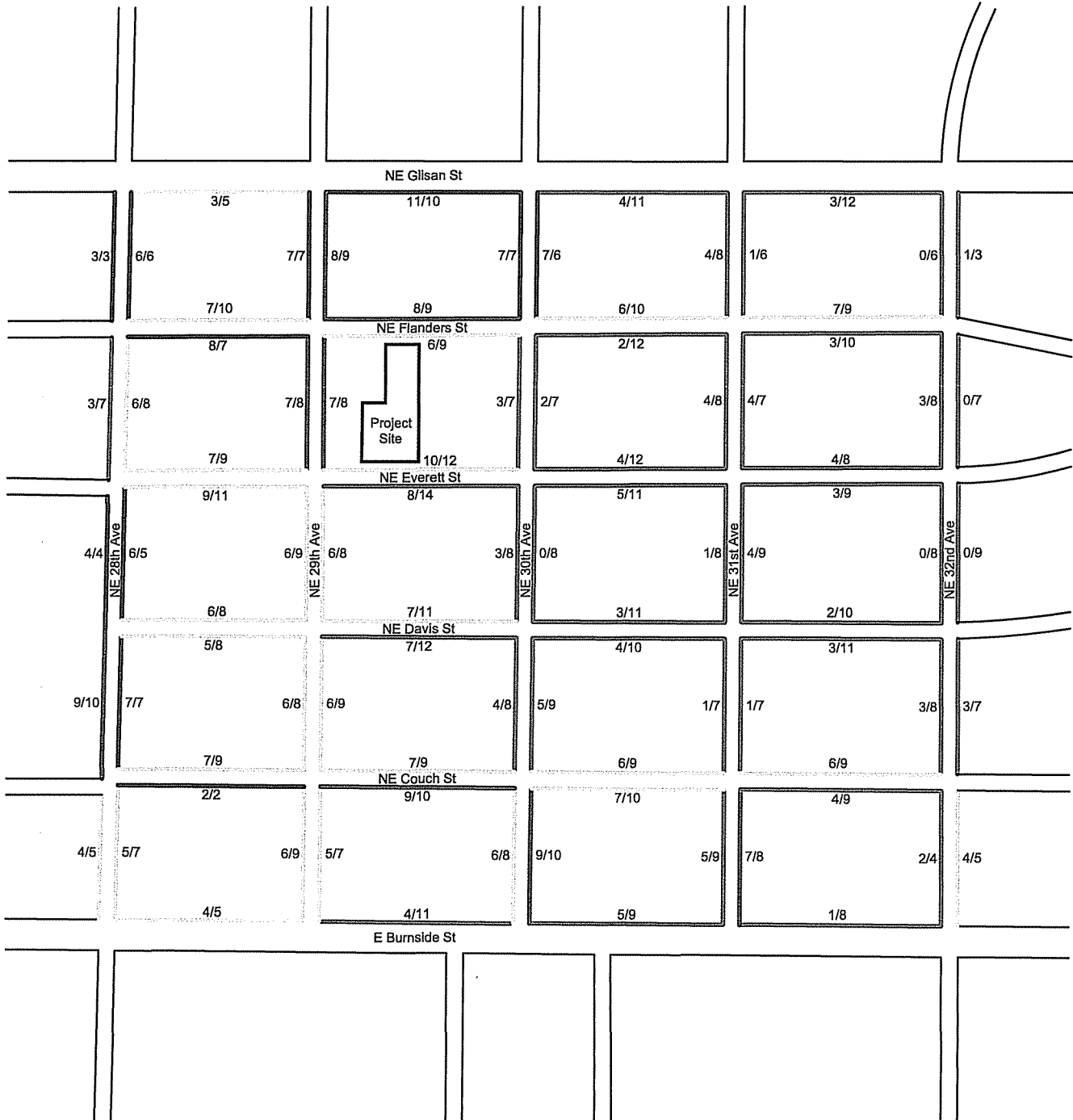
FIGURE
 17

PAGE
 17

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 58% OF CAPACITY

LEGEND:

———— = 0-60% FULL
 ———— = 60-84% FULL
 ———— = 85-99% FULL
 ———— = 100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 4:00 PM - 5:00 PM (Tuesday, December 12, 2017)

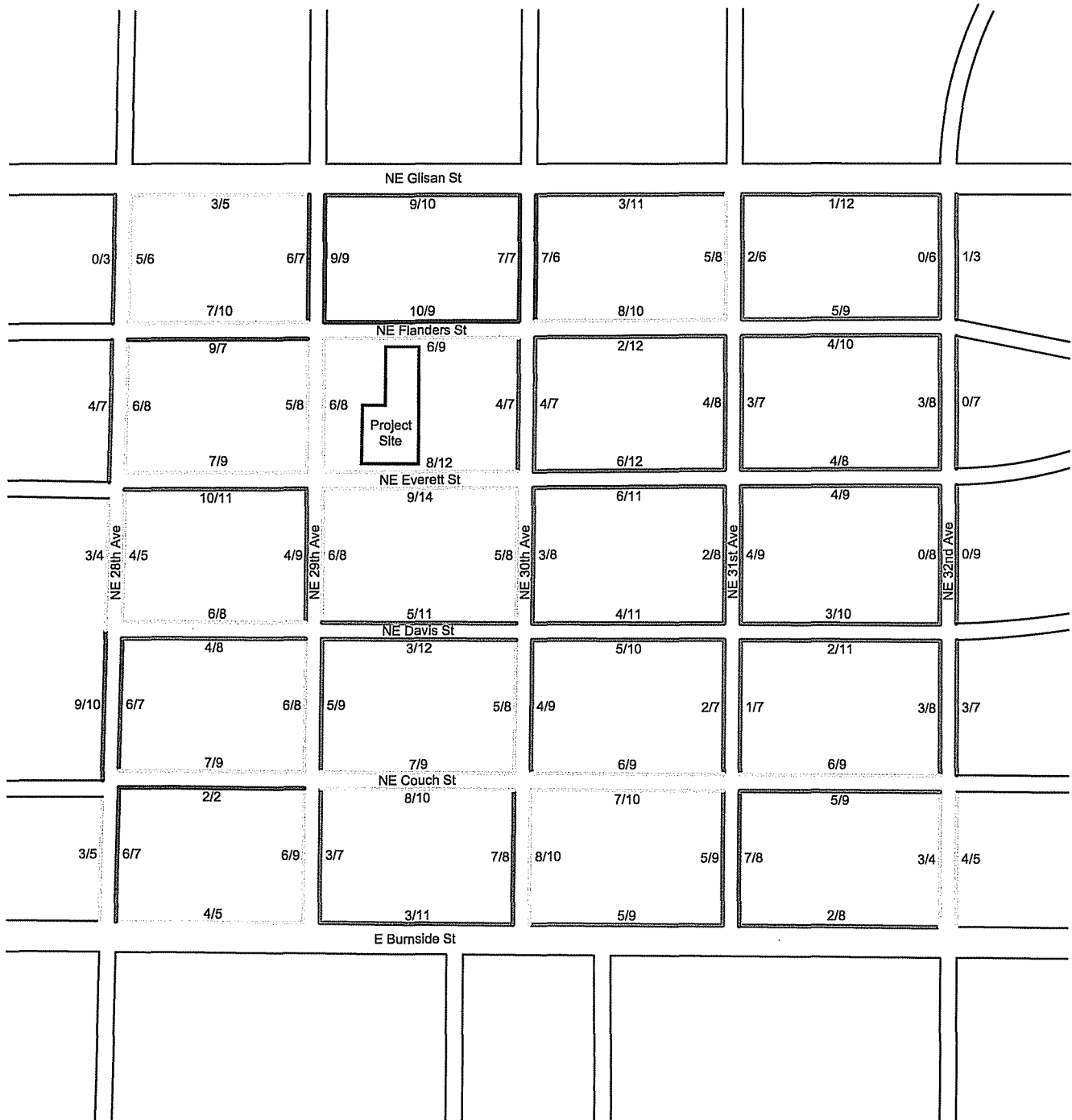
FIGURE
 18

PAGE
 18

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 57% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL



PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 5:00 PM - 6:00 PM (Tuesday, December 12, 2017)

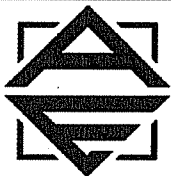
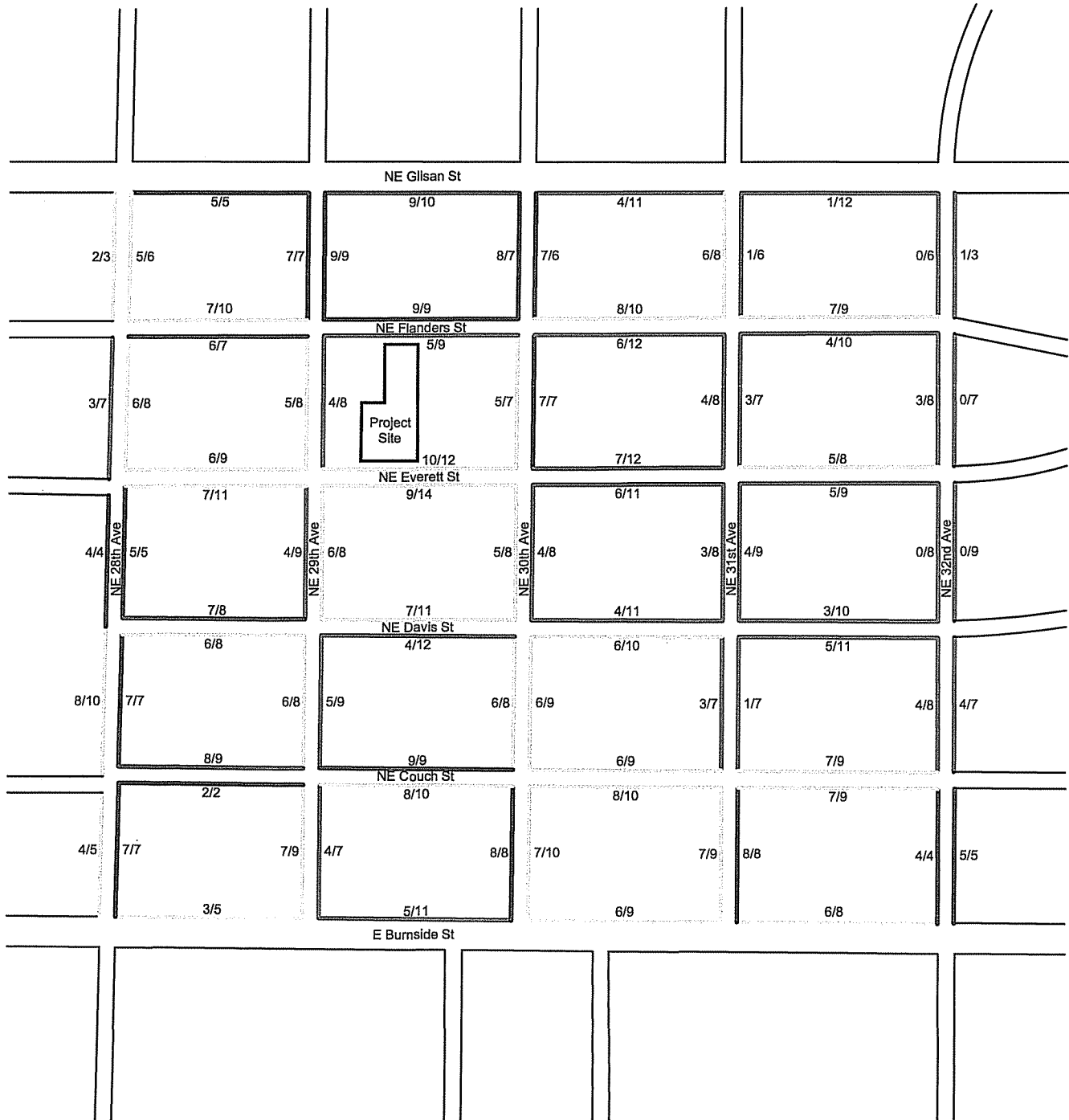
FIGURE
19

PAGE
19

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 64% OF CAPACITY

LEGEND:

	=0-60% FULL
	=60-84% FULL
	=85-99% FULL
	=100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 6:00 PM - 7:00 PM (Tuesday, December 12, 2017)

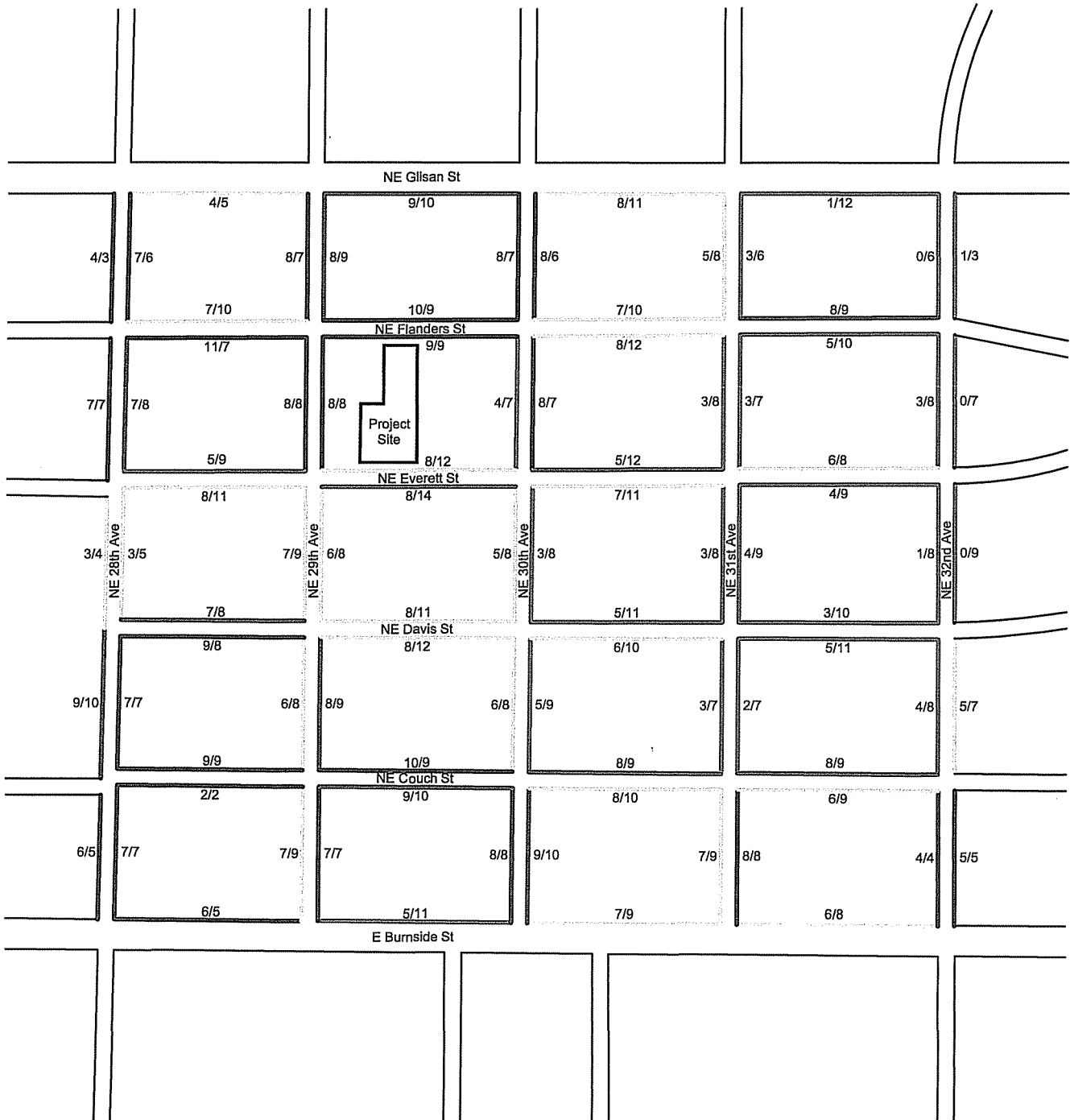
FIGURE
20

PAGE
20

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 72% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 7:00 PM - 8:00 PM (Tuesday, December 12, 2017)

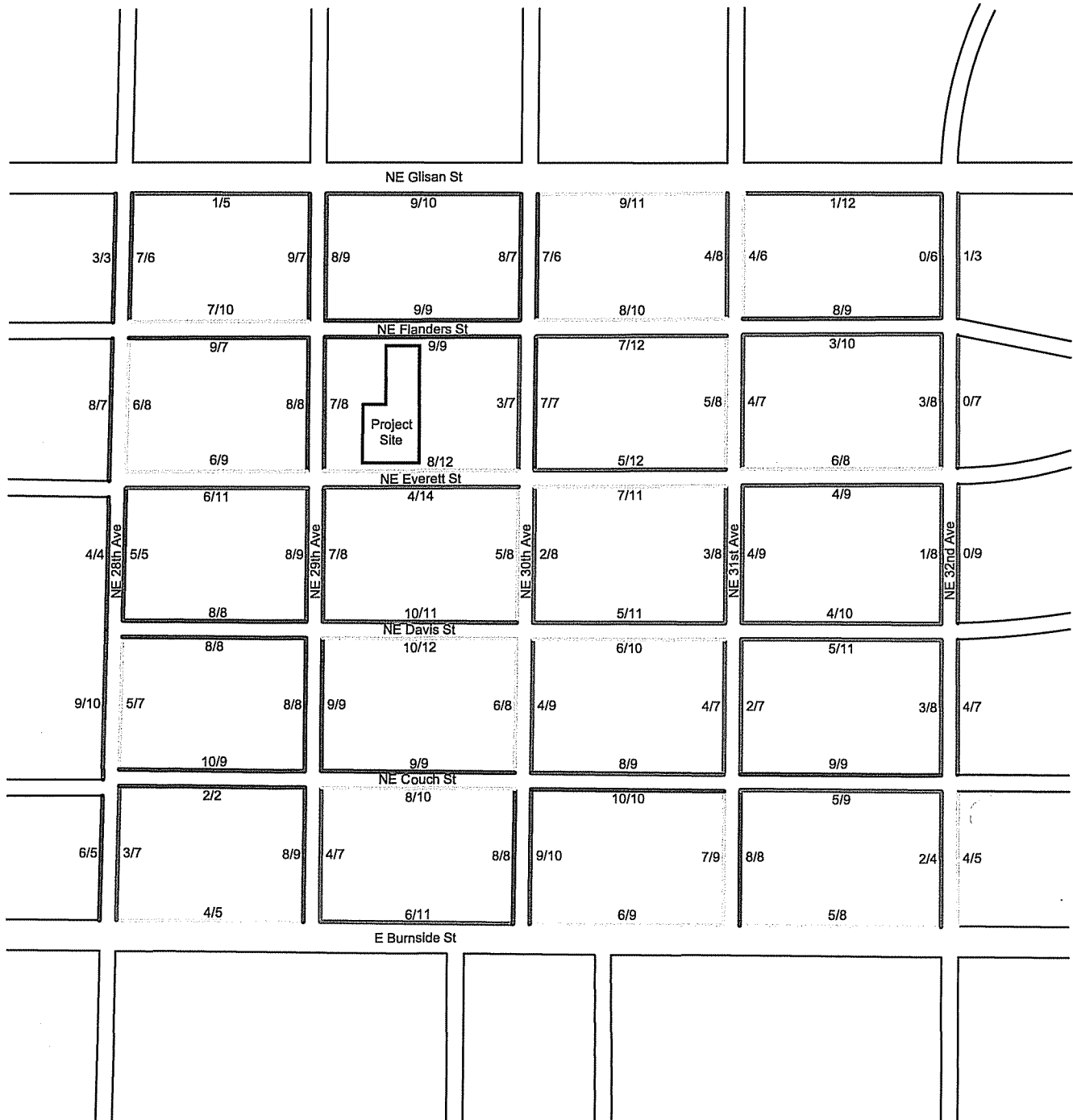
FIGURE
21

PAGE
21

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 70% OF CAPACITY

LEGEND:

-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL







PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 8:00 PM - 9:00 PM (Tuesday, December 12, 2017)

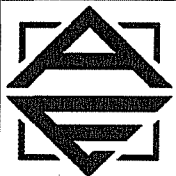
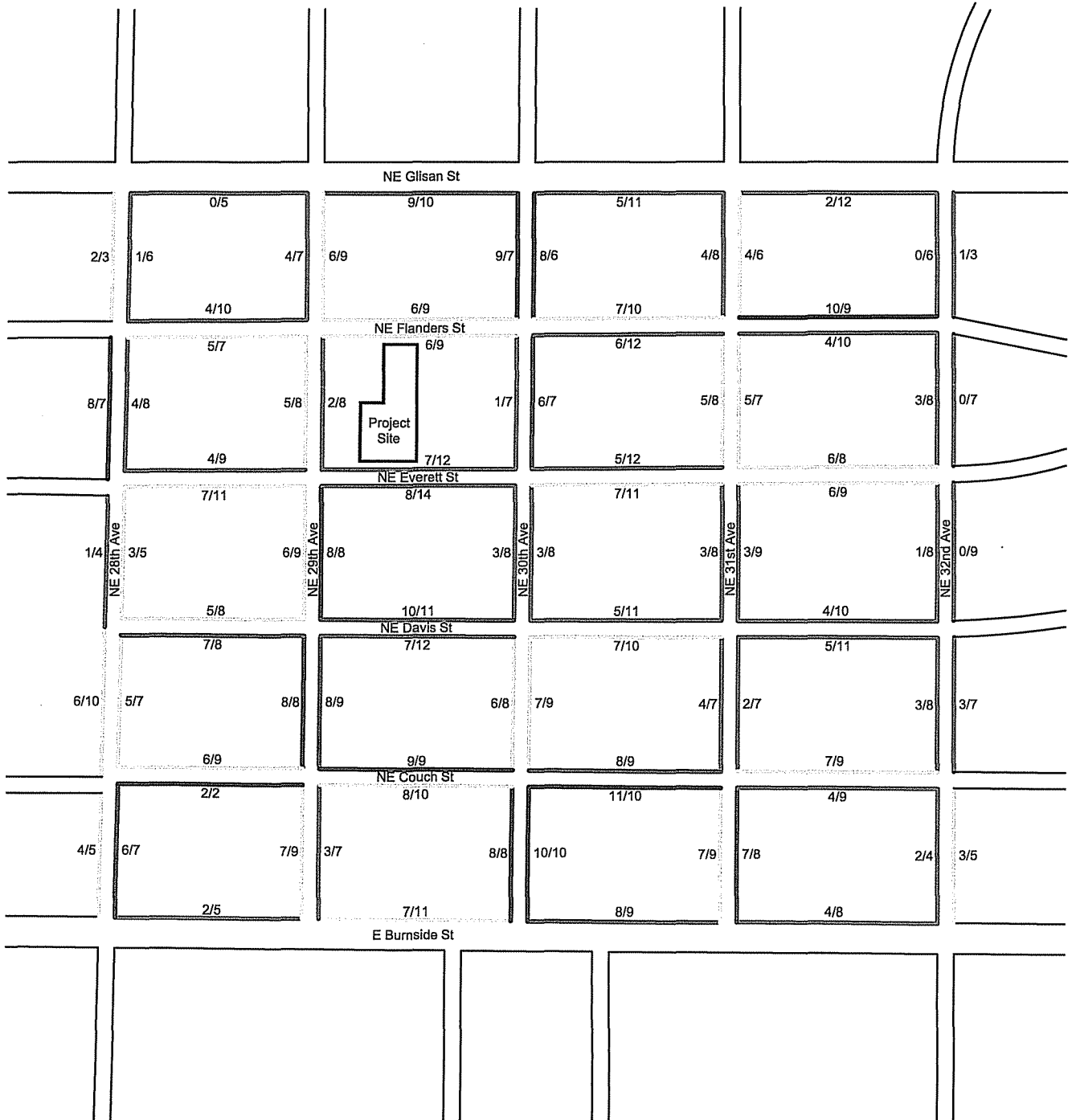
FIGURE
22

PAGE
22

X/Y = "X" OCCUPIED / "Y" AVAILABLE ON-STREET SPACES
 TOTAL OBSERVED PARKING DEMAND = 62% OF CAPACITY

LEGEND:





-  =0-60% FULL
-  =60-84% FULL
-  =85-99% FULL
-  =100% FULL



PARKING OCCUPANCY MAP
 Everett House Community Healing Center
 9:00 PM - 10:00 PM (Tuesday, December 12, 2017)

FIGURE
 23

PAGE
 23

 =0-60% FULL
 =60-84% FULL
 =85-99% FULL
 =100% FULL



10:00 PM - 11:00 PM (Tuesday, December 12, 2017)

PAGE
24

CDS380
01/11/2018

CITY OF PORTLAND NE, MULTNOMAH COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

28TH AVE at GLISAN ST, City of Portland NE, Multnomah County, 01/01/2014 to 12/31/2016

1 - 5 of 6 Crash records shown.

Page: 1

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE													
INVEST	E	A	U	C	DAY	DIST	FIRST STREET	(MEDIAN)	DIRECT	INT-REL	RNDBT	SURF	COLL	OWNER	FROM													
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-																			
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	LOCTN	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO												
09181	N	N	N		09/05/2014	17	NE GLISAN ST		INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0											
NONE					FR	0	NE 28TH AVE		E			TRF SIGNAL	N	DRY	REAR	PRVTE	E -W								000	00		
N					6P				06	0		N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	63	F	OR-Y		026	026	40,07
N					45 31 35.28	-122 38	13.92																					
															02	NONE	0											
															PRVTE	E -W									011	00		
															PSNGR CAR			01	DRVR	NONE	29	M	OR-Y		000	000	00	
10281	N	N	N	N	10/03/2014	17	NE GLISAN ST		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0									02		
CITY					FR	0	NE 28TH AVE		CN			TRF SIGNAL	N	DRY	TURN	PRVTE	N -E								000	00		
N					7P				04	0		N	DLIT	INJ		PSNGR CAR			01	DRVR	NONE	16	F	OR-Y		004,028	000	02
N					45 31 35.28	-122 38	13.92																					
															02	NONE	0											
															PRVTE	S -N									000	00		
															PSNGR CAR			01	DRVR	INJC	56	F	OR-Y		000	000	00	
01376	N	N	N		02/08/2015	17	NE GLISAN ST		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0									02		
NONE					SU	0	NE 28TH AVE		CN			TRF SIGNAL	N	DRY	TURN	PRVTE	W -N								000	00		
N					1P				02	0		N	DAY	INJ		PSNGR CAR			01	DRVR	NONE	16	F	OR-Y		028	000	02
N					45 31 35.28	-122 38	13.92																					
															02	NONE	0											
															PRVTE	E -W									000	00		
															PSNGR CAR			01	DRVR	INJC	30	F	OTH-Y		000	000	00	
04829	N	N	N		05/07/2015	17	NE GLISAN ST		INTER	CROSS	N	N	CLR	S-1TURN	01	NONE	0									06		
NONE					TH	0	NE 28TH AVE		CN			TRF SIGNAL	N	DRY	TURN	PRVTE	N -S								031	00		
N					8P				03	0		N	DUSK	PDO		PSNGR CAR			01	DRVR	NONE	71	M	OTH-Y		034	000	06
N					45 31 35.28	-122 38	13.92																					
															02	NONE	0											
															PRVTE	N -E									000	00		
															PSNGR CAR			01	DRVR	NONE	44	M	OR-Y		000	000	00	
08596	N	N	N		08/11/2015	17	NE GLISAN ST		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	0									02		
NONE					TU	0	NE 28TH AVE		CN			TRF SIGNAL	N	DRY	TURN	PRVTE	W -E								000	00		
N					6P				03	0		N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	31	F	OR-Y		000	000	00
N					45 31 35.28	-122 38	13.92																					
															02	NONE	0											
															PRVTE	E -S									000	00		
															PSNGR CAR			01	DRVR	NONE	18	M	OR-Y		004,028	000	02	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380

01/11/2018

CITY OF PORTLAND NE, MULTNOMAH COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

28TH AVE at GLISAN ST, City of Portland NE, Multnomah County, 01/01/2014 to 12/31/2016

6 - 6 of 6 Crash records shown.

Page: 2

SER#	P	R	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PRTC	INJ	G	E	LICNS	PED	ERROR	ACT	EVENT	CAUSE	
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	DIRECT	(#LANES)	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	LOCIN	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCIN	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
08477	N	N	N		07/22/2016	17	NE GLISAN ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	9	TURN-L												
NONE					FR	0	NE 26TH AVE	CN		TRF SIGNAL	N	DRY	TURN	N/A		S -W										000	00	
N					4P			01	0		N	DAY	PDO	PSNGR CAR				01	DRVR	NONE	00	Unk	UNK		000	000	00	
N					45 31 35.28	-122 38	13.92																					
														02 NONE	9	STRGHT										000	00	
														N/A		N -S										000	00	
														PSNGR CAR				01	DRVR	NONE	00	Unk	UNK		000	000	00	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

1 - 3 of 4 Crash records shown.

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01/11/2018

CITY OF PORTLAND NE, MULTNOMAH COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING
29TH AVE at GLISAN ST, City of Portland NE, Multnomah County, 01/01/2014 to 12/31/2016
4 - 4 of 4 Crash records shown.

Page: 2

[illegible]

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380

01/11/2018

CITY OF PORTLAND NE, MULTNOMAH COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

30TH AVE at GLISAN ST, City of Portland NE, Multnomah County, 01/01/2014 to 12/31/2016

1 - 2 of 2 Crash records shown.

Page: 1

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE						
INVEST	E	A	U	C	O	DAY	FIRST STREET	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE						
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	ERROR	ACT	EVENT	CAUSE			
UNLOC7	D	C	S	L	K	LAT	LONG	LOCIN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
02112	N	N	N		02/23/2016	17	NE GLISAN ST	INTER	CROSS	N	Y	CLR	PRKD MV	01	NONE	9	STRGHT							045	29		
NO RPT					TU	0	NE 30TH AVE	N		STOP SIGN	N	DRY	REAR	N/A	N	-S							000	00			
N					5P			06	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00		
N					45 31 35.27	-122 38	4.18																				
														02	NONE	9	PRKD-P							008	00		
														N/A	N	-S											
														PSNGR CAR													
02084	N	N	N		02/23/2016	17	NE GLISAN ST	INTER	CROSS	N	Y	CLR	PRKD MV	01	NONE	9	STRGHT								29		
NO RPT					TU	0	NE 30TH AVE	E		STOP SIGN	N	DRY	SS-O	N/A	E	-W							000	00			
N					5P			06	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00		
N					45 31 35.27	-122 38	4.18																				
														02	NONE	9	PRKD-P							008	00		
														N/A	E	-W											
														PSNGR CAR													

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CDS380

01/11/2018

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

32ND AVE at GLISAN ST, City of Portland NE, Multnomah County, 01/01/2014 to 12/31/2016

1 - 3 of 3 Crash records shown.

Page: 1

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	MOVE	A	S	P	E	L	C	N	S	P	E	R	R	A	C	E	C	A
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TLR QTY	FROM	PRTC	INJ	G	E	L	C	N	S	P	E	C
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE											
03155	N	Y	N	N	N	03/22/2014	17	NE GLISAN ST	INTER	CROSS	N	N	CLR	PRKD MV	01	NONE	0	STRGHT									33,13
CITY						SA	0	NE 32ND AVE	E		TRF SIGNAL	N	DRY	REAR	PRVTE	W -E									000	00	
N						1A			05	0		N	DLIT	PDO	PSNGR CAR		01	DRVR	NONE	37	M	OR-Y		051	000	33,13	
N						45 31	-122 37																				
						35.261292	54.0283799								02	NONE	0	PRKD-P									
															PRVTE	W -E									008	00	
															PSNGR CAR												
12320	N	N	N			11/15/2014	17	NE GLISAN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT							013	07	
NONE						SA	0	NE 32ND AVE	S		STOP SIGN	N	DRY	REAR	PRVTE	S -N									000	00	
N						2P			06	0		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	M	UNK		026	000	07	
N						45 31 34.38	-122 37																				
							21.48								02	NONE	0	STOP									
															PRVTE	S -N									011	013	
															PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		000	000	00	
																										00	
															03	NONE	0	STOP								022	
															PRVTE	S -N									000	000	
															PSNGR CAR		01	DRVR	NONE	00	M	UNK		000	000	00	
																										00	
10749	N	N	N			10/14/2014	17	NE GLISAN ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	0	STRGHT								04	
NONE						TU	0	NE 32ND AVE	CN		TRF SIGNAL	N	WET	ANGL	PRVTE	W -E									000	00	
N						7P			03	0		N	DLIT	PDO	PSNGR CAR		01	DRVR	NONE	39	F	OR-Y		020	000	04	
N						45 31 35.26	-122 37																				
							54.03																				
															02	NONE	0	STRGHT								000	
															PRVTE	N -S									000	00	
															PSNGR CAR		01	DRVR	NONE	20	F	OTH-Y		000	000	00	
																										00	

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

01/11/2018

CITY OF PORTLAND NE, MULTNOMAH COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING
28TH AVE at FLANDERS ST, City of Portland NE, Multnomah County, 01/01/2014 to 12/31/2016
1 - 1 of 1 Crash records shown.

Page: 1

[illegible]

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit cannot guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380

01/11/2018

CITY OF PORTLAND NE, MULTNOMAH COUNTY

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

28TH AVE at EVERETT ST, City of Portland NE, Multnomah County, 01/01/2014 to 12/31/2016

1 - 2 of 2 Crash records shown.

Page: 1

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	ERROR	ACT	EVENT	CAUSE						
INVEST	E	A	U	C	DAY	DIST	FIRST STREET	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE													
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM													
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
12586	N	N	N	N	N	11/21/2014	17	NE EVERETT ST	INTER	CROSS	N	RAIN	O-1 L-TURN	01 NONE 0	STRGHT							057	02				
CITY						FR	0	NE 28TH AVE	CN			STOP SIGN	N	WET	TURN	PRVTE	S -N					000	057	00			
N						3P			04	0						PSNGR CAR		01	DRVR	NONE	47	M	OR-Y	000	000	00	
N						45 31 30.05	-122 38 14.01																				
														02 NONE 0	TURN-L												
														PRVTE	N -E								000		00		
														PSNGR CAR		01	DRVR	NONE	47	M	OR-Y	004,028	000		02		
15728	N	N	N			12/28/2016	17	NE EVERETT ST	INTER	CROSS	N	RAIN	ANGL-OTH	01 NONE 0	STRGHT							082	03,40				
NONE						WE	0	NE 28TH AVE	CN			STOP SIGN	N	WET	ANGL	PRVTE	W -E					000		00			
N						9A			03	0						PSNGR CAR		01	DRVR	NONE	23	M	OR-Y	021	000	082	03,04
N						45 31 30.05	-122 38 14.01																				
														02 NONE 0	STRGHT												
														PRVTE	N -S								000		00		
														PSNGR CAR		01	DRVR	INJC	31	M	OR-Y	000	000		00		

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