

March 8, 2019

George Lizer
Lizer Properties I, LLC
9855 SE Top O Scott Street
Happy Valley, OR. 97086



**LANCASTER
ENGINEERING**

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
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RE: Precision Cabinets Manufacturing Facility – Transportation Analysis Letter

Dear Mr. Lizer,

This Transportation Analysis Letter (TAL) evaluates the transportation impacts of the proposed development of the northeastern-most section of a property located at 19224 S Molalla Avenue in Oregon City, Oregon. The project will include the development of a 6,580 square-foot cabinet manufacturing facility, which will also have a showroom for manufactured goods.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, as well as to determine any mitigation that may be necessary to do so. Detailed information on trip generation calculations and safety analyses are included as an attachment to this letter.

Location Description

Project Site Description

The project site, which is currently undeveloped, is located south of S Fir Street, west of Highway 213, and east of Molalla Avenue in Oregon City, Oregon. The site includes a portion of tax lot 32E09B 01500, and encompasses an approximate total of 0.2 acres. The site is located within the northeastern corner of an existing shopping center/industrial park that takes access to both S Fir Street via two existing driveways and Molalla Avenue via one existing driveway; however, a majority of site trips are expected to utilize the easternmost driveway along S Fir Street.

The subject site is located within a predominately industrial area of Oregon City, with commercial/industrial uses surrounding the site in all directions. One notable development located within a half-mile walking/biking distance of the site includes Clackamas Community College to the southeast.



Vicinity Roadways

The proposed development is expected to impact the following two roadways: S Fir Street and Molalla Avenue. Table 1 provides a description of each of the roadways.

Table 1: Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
S Fir Street	Oregon City	Collector	2 to 3 Lanes	25 mph Posted	Partially Permitted	Partial Both Sides	Both Sides	Both Sides
Molalla Avenue	Oregon City	Major Arterial	3 to 5 Lanes	35 mph Posted	Partially Permitted	Both Sides	Both Sides	Both Sides

Note: Functional classification and roadway jurisdiction based on *2013 Oregon City Transportation System Plan*.

Vicinity Intersections

The intersection of S Fir Street at Molalla Avenue is a three-legged intersection that is stop-controlled for the westbound approach of S Fir Street. The westbound approach has one shared lane for all turning movements. The northbound approach of Molalla Avenue has a center two-way left turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. The southbound approach of Molalla Avenue has a dedicated left-turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. Crosswalks are unmarked across all three intersection legs.

Access Intersections

As described in the *Project Site Description* section, the site will have access to the greater transportation system via three existing driveways which currently serve the shopping center/industrial park: two driveways along S Fir Street and one driveway along Molalla Avenue. All three driveways allow unrestricted turning-movements for both ingress and egress traffic. Although all three driveways could potentially serve the proposed use, due to the layout of the shopping center/industrial park and the location of the project site within the center/park, it is expected that a significant majority of site trips will utilize the easternmost driveway along S Fir Street.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1 – Aerial Photo of Site Vicinity (Image from Google Maps)

Site Trips

Trip Generation

To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*¹ were used. Data from land-use code 140, *Manufacturing*, was used to estimate site trip generation based on the square footage of the gross building floor area.

The trip generation calculations show that the proposed development is projected to generate 4 morning peak hour trips, 4 evening peak hour trips, and 26 average weekday trips. The trip generation estimates of the proposed development are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this letter.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.



Table 2: Proposed Development Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday
			Enter	Exit	Total	Enter	Exit	Total	Total
Manufacturing	140	6,580 sf	3	1	4	1	3	4	26

Trip Distribution

The directional distribution of site trips to/from the proposed development was estimated based on the locations of likely trip destinations and the locations of major transportation facilities in the site vicinity. In addition, based on the location of the project site within the existing shopping center/industrial park, it is assumed that a significant majority of site trips will utilize the easternmost driveway along S Fir Street, and will nominally impact the westernmost driveway along S Fir Street and the driveway along Molalla Avenue. It is estimated that approximately 50 percent of site trips will travel to/from the west along S Fir Street while approximately 50 percent of site trips will travel to/from the east. This can be equated to 2 morning and evening peak hour trips traveling to/from the west along S Fir Street, and 2 morning and evening peak hour trips traveling to/from the east.

Safety Analysis

Crash Data Analysis

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review was performed for the most recent five years of available crash data (January 2012 through December 2016) at the intersection of S Fir Street at Molalla Avenue, as well as along the roadway of S Fir Street from Molalla Avenue to S Beaver Creek Road (excluding crashes at the intersections with Molalla Avenue and S Beaver Creek Road). The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions.

The intersection of S Fir Street at Molalla Avenue had four reported collisions during the analysis period. Three crashes were rear-end collisions: one was classified as "Property Damage Only" (*PDO*), and the other two were classified as "Possible Injury – Complaint of Pain" (*Injury C*). One crash was an angle collision and was classified as *PDO*.

The roadway segment of S Fir Street between Molalla Avenue and S Beaver Creek Road had six reported collisions during the analysis period. Four of the crashes occurred along driveway intersections along S Fir Street, all of which were turning-movement collisions classified as *PDO*. The other two reported collisions



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were unrelated to a specific driveway intersection: one of the crashes was a backing collision classified as *Injury C* while the other was a rear-end collision classified as *Injury C*.

Due to the low number of crashes and the low severity of collisions near the project site, no specific safety mitigation is necessary or recommended as part of the proposed development.

Sight Distance Analysis

Sight distance was examined for the easternmost existing driveway intersection along S Fir Street. Sight distance was measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*². According to AASHTO, the driver's eye is assumed to be within the side-street approach, 3.5 feet above the pavement at a position of 15 feet behind the near edge of the traveled way. Measurements are taken to a position within the approaching travel lanes 3.5 feet above the pavement on the major-street.

Based on a posted speed of 25 mph along S Fir Street, the minimum recommended intersection sight distance for maintaining relatively uninterrupted traffic flow along the roadway is 280 feet to the east and west. Provided any on-street parked vehicles are relocated outside of the intersection sight triangles, sight distances were measured to be in excess of 300 feet to the east and west of the intersection.

Conclusions

The projected impacts of the proposed development to the existing transportation system within the site vicinity are expected to be minimal. The new site trips are not expected to significantly alter the operation or safety of the existing transportation facilities. Additionally, the nearby vicinity roadways and intersections are expected to operate safely.

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


Sincerely,

Melissa Webb, PE
Transportation Analyst

² American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.

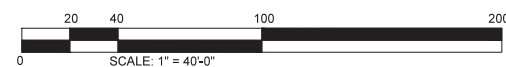
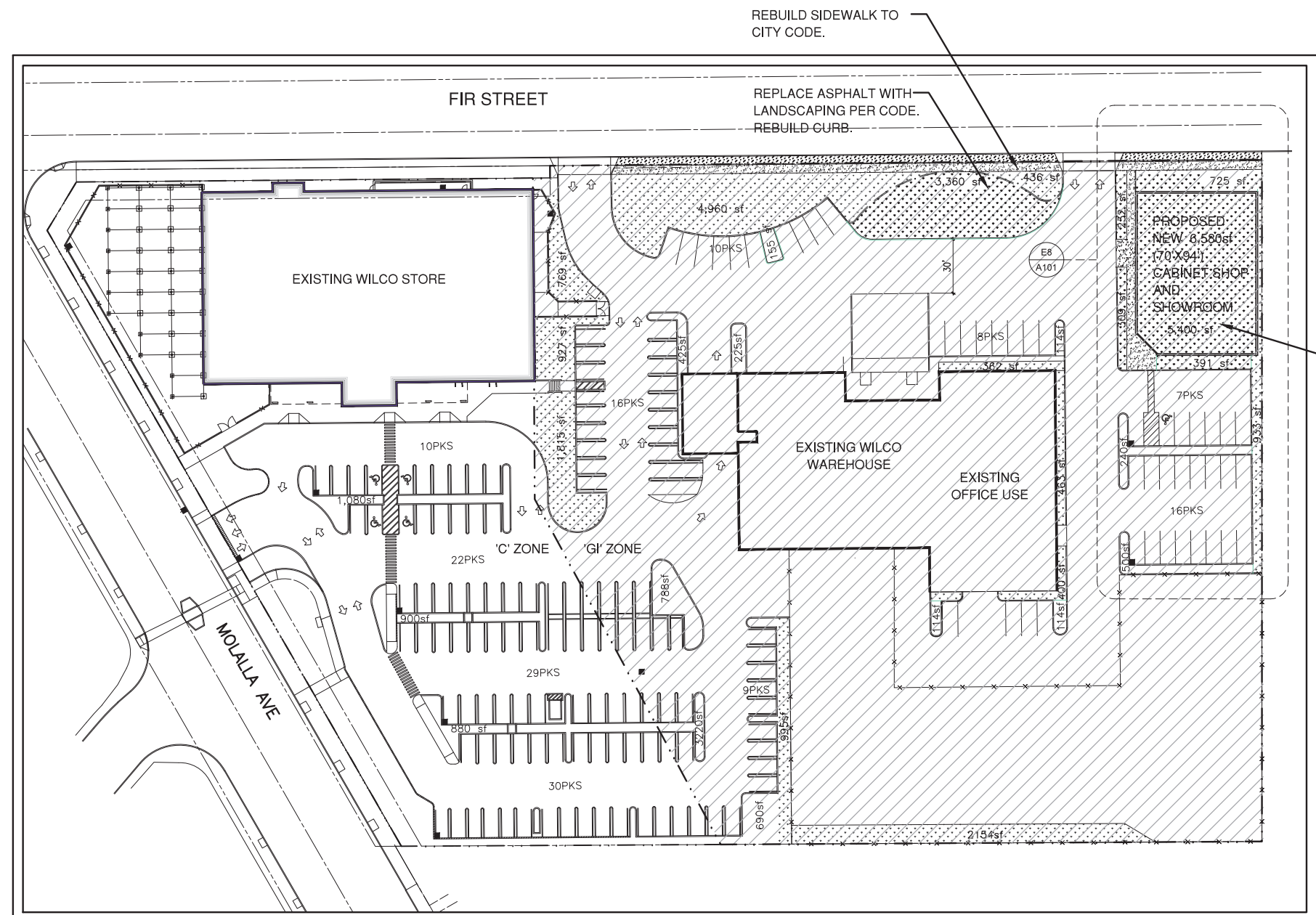
ZONING DESIGNATION:	GI - GENERAL
INDUSTRIAL	
SITE AREA	152,400 SF
LANDSCAPING REQUIRED FOR 15% =	22,860 SF
(E) LANDSCAPING:	14,110 SF
CURB REMOVAL ADD LANDSCAPING	3,360 SF
GREEN ROOF	5,400 SF
LANDSCAPING TOTAL:	22,870 SF = 15.0%

WILCO RETAIL AREA:	21,320 SF
WILCO WAREHOUSE AREA:	13,000 SF
OFFICE AREA:	6,300 SF
NEW MANF./LITE INDUSTRIAL:	6,500 SF
NEW SHOWROOM/OFFICE:	1,600 SF
TOTAL NEW BLDG AREA:	8,100 SF
(INCLUDES 1,600SF MEZZ.)	
WILCO RETAIL OCCUPANCY	M
WILCO WAREHOUSE OCC.	S-1
OFFICE USE OCC:	B
MANUFACTURING OCC:	F-1 (LIGHT INDUSTRIAL)

TERRA  **ORMA**^o
architecture + planning
645 sw viewmont drive
portland, oregon 97225
www.terraforma.biz

PRECISION CABINET'S MANUFACTURING FACILITY
19224 MOLALLA AVE OREGON CITY, OR 97045

A104



E8 ENLARGED SITE PLAN
SCALE: 1" = 16'-0"





TRIP GENERATION CALCULATIONS

Land Use: Manufacturing

Land Use Code: 140

Variable: 1,000 Square Feet

Variable Quantity: 6.58

AM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	3	1	4

PM PEAK HOUR

Trip Rate: 0.67

	Enter	Exit	Total
Directional Distribution	31%	69%	
Trip Ends	1	3	4

WEEKDAY

Trip Rate: 3.93

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	13	13	26

SATURDAY

Trip Rate: 6.42

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	21	21	42

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

1 - 4 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	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)						TRLR QTY													
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				
01491	N	N	N			03/11/2015	16	S BEAVERCREEK RD	INTER	CROSS	N		CLR	S-1STOP	01	NONE	0	STRGHT								29	
NONE						WE	0	FIR ST	SE				TRF SIGNAL	N	DRY	REAR	PRVTE	SE-NW						000		00	
N						11A			06	0			DAY	INJ		PSNGR	CAR		01	DRVR	NONE	00	F	OR-Y	026	000	29
N						45 19 57.32	-122 34 44.74																				
														02	NONE	0	STOP	SE-NW							011	00	
														PSNGR	CAR			01	DRVR	INJC	66	F	OR-Y	000	000	00	
04635	N	N	N			12/02/2012	16	S BEAVERCREEK RD	INTER	CROSS	N		RAIN	ANGL-STP	01	NONE	0	TURN-L								08	
NONE						SU	0	FIR ST	S				WET	TURN		PRVTE	E -S							000		00	
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														PSNGR	CAR			01	DRVR	INJB	18	M	OR-Y	000	000	00	
04684	N	N	N	N	N	05/08/2012	16	S BEAVERCREEK RD	INTER	CROSS	N		CLR	S-1STOP	01	NONE	0	STRGHT								27,07	
CITY						TU	0	FIR ST	W				DRY	REAR		PRVTE	W -E							000		00	
N						3P			06	0			DAY	INJ		PSNGR	CAR		01	DRVR	NONE	19	M	SUSP	016,043,026	038	27,07
N						45 19 57.1826002	-122 34 44.724334																				
														02	NONE	0	STOP	W -E								011	00
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														02	NONE	0	STOP	W -E								011	00
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01899	N	N	N			05/31/2013	16	S BEAVERCREEK RD	INTER	CROSS	N		CLR	O-1 L-TURN	01	NONE	0	STRGHT								08,02	
CITY						FR	0	FIR ST	W				DRY	TURN		PRVTE	E -W							000		00	
N						10A			05	0			DAY	PDO		PSNGR	CAR		01	DRVR	NONE	22	M	OR-Y	000	000	00
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														02	NONE	0	U-TURN	W -W								000	00
														PSNGR	CAR			01	DRVR	NONE	69	M	OR-Y	028,004	000	02,08	
03168	N	N	N	N	N	08/26/2013	16	S BEAVERCREEK RD	INTER	CROSS	N		CLR	S-1STOP	01	NONE	0	STRGHT								27,07	
CITY						MO	0	FIR ST	W				DRY	REAR		PRVTE	W -E							000		00	
N						5P			06	0			DAY	INJ		PSNGR	CAR		01	DRVR	INJC	51	F	OR-Y	016,026	038	27,07
N						45 19 57.3182399	-122 34 44.7395519																				

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016
5 - 7 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	TRLR	QTY	MOVE	PRTC	INJ	A	S	PED	ERROR	ACT	EVENT	CAUSE							
INVEST	E	A	U	C	O	DIST	FIRST STREET	INT-REL	OFFRD	WTHR	CRASH	OWNER	FROM															
RD DPT	E	L	G	H	R	TIME	SECOND STREET	TRAF-	RNDBT	SURF	COLL																	
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO											
															02	NONE	0	STOP										
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															PSNGR	CAR		01	DRVR	INJC	57	F	OR-Y	000	000	00		
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03898	N	N	N			09/22/2015	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT								29		
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N						4P			06	0		N	DAY	PDO	PSNGR	CAR			01	DRVR	NONE	23	M	OR-Y	026	000	29	
N						45 19 57.32	-122 34																	OR<25				
						44.74									02	NONE	0	STOP								011	00	
															PRVTE	W -E			01	DRVR	NONE	48	F	OR-Y	000	000	00	
															PSNGR	CAR									OR<25			
															02	NONE	0	STOP								011	00	
															PRVTE	W -E			02	PSNG	NO<5	02	M		000	000	00	
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															PRVTE	W -E			03	PSNG	NO<5	02	F		000	000	00	
															PSNGR	CAR										011	00	
															02	NONE	0	STOP								011	00	
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															PSNGR	CAR										011	00	
															02	NONE	0	STOP								011	00	
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															PSNGR	CAR										011	00	
04715	N	N	N	N	N	10/12/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT								29,32		
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N						45 19 57.32	-122 34																		OR<25			
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00996	N	N	N			03/16/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE	0	STRGHT								013	07	
STATE						FR	0	FIR ST	CN		TRF SIGNAL	N	WET	REAR	PRVTE	W -E									000	00		
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						57.1826002	44.724334								02	NONE	0	STOP								011	013	00
															PRVTE	W -E			01	DRVR	INJC	22	F	OR-Y	000	000	00	
															PSNGR	CAR									OR<25			

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8 - 10 of 29 Crash records shown.

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	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	OWNER	FROM	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	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	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
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															PRVTE	W -E											022		00
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01816	N	N	N		05/16/2012	16	S BEAVERCREEK RD	INTER	CROSS	N		N	CLR	O-1 L-TURN	01	NONE	0	STRGHT											
NO RPT					WE	0	FIR ST	CN			TRF SIGNAL	N	DRY	TURN	PRVTE	W -E											000		00
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															PRVTE	E -S											000		00
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03371	N	N	N		09/10/2012	16	S BEAVERCREEK RD	INTER	CROSS	N		N	CLR	S-OTHER	01	NONE	0	TURN-R											
NONE					MO	0	FIR ST	CN			R-GRN-SIG	N	DRY	TURN	PRVTE	S -E											000		00
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					57.1826002	44.724334																							
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03760	N	N	N		10/04/2013	16	S BEAVERCREEK RD	INTER	CROSS	N		N	CLR	O-1 L-TURN	01	NONE	0	STRGHT											
CITY					FR	0	FIR ST	CN			TRF SIGNAL	N	DRY	TURN	PRVTE	W -E											000		00
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N					45 19	-122 34																							
					57.3182399	44.7395519																							

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CITY OF OREGON CITY, CLACKAMAS COUNTY

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11 - 14 of 29 Crash records shown.

[illegible]

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CITY OF OREGON CITY, CLACKAMAS COUNTY **FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**
19 - 22 of 29 Crash records shown.

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)	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICS	LOC											
RD DPT	E	L	G	H	R	TIME	SECOND STREET	LEGS	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC									
UNLOC?	D	C	S	L	K	LAT	LONG	(#LANES)																							
													02	NONE	9	STOP															
													N/A		N -S																
													PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK			000	011	00					
02683	N	N	N			07/03/2015	17	FIR ST	ALLEY		N	CLR	ANGL-OTH	01	NONE	0	STRGHT														
NONE						FR	365	S BEAVERCREEK RD	S	(NONE)	UNKNOWN	DRY	TURN	PRVTE		S -N										000	00				
N						10A		08			N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	59	M	OR-Y			000	000	00				
N						45 19 54.01	-122 34 43.93	(02)																							
													02	NONE	0	TURN-L															
													PRVTE		E -S												018	00			
													PSNGR	CAR		01	DRVR	NONE	00	F	OR-Y			028	000	02					
05108	N	N	N			11/15/2013	19	FIR ST	INTER	3-LEG	N	CLR	S-1STOP	01	NONE	0	STRGHT														
NONE						FR	0	MOLALLA AVE	E		STOP SIGN	DRY	REAR	PRVTE		E -W										000	00				
N						12P		06	0		N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	80	F	OR-Y			026	000	07				
N						45 19 43.7145599	-122 35 3.4652759																								
													02	NONE	0	STOP															
													PRVTE		E -W												011	00			
													PSNGR	CAR		01	DRVR	INJC	43	M	OR-Y			000	000	00					
00279	Y	N	N	N	N	01/21/2012	16	FIR ST	INTER	3-LEG	N	CLD	S-1STOP	01	NONE	0	STRGHT											013	27,07,01		
CITY						SA	0	MOLALLA AVE	SE		UNKNOWN	WET	REAR	PRVTE		SE-NW											000	00			
N						4P		06	0		N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	24	F	OR-Y			047,043,026	038	27,07,01				
N						45 19 43.9126217	-122 35 3.6335684																								
													02	NONE	0	STOP															
													PRVTE		SE-NW												011	013	00		
													PSNGR	CAR		01	DRVR	INJC	64	F	OR-Y			000	000	00					
													02	NONE	0	STOP															
													PRVTE		SE-NW												011	013	00		
													PSNGR	CAR		02	PSNG	INJC	63	M				000	000	00					
													03	NONE	0	STOP															
													PRVTE		SE-NW												022	00			
													PSNGR	CAR		01	DRVR	NONE	65	M	OR-Y			000	000	00					
01154	N	N	N			03/07/2016	16	FIR ST	INTER	3-LEG	N	CLR	S-1STOP	01	NONE	9	STRGHT														
NONE						MO	0	MOLALLA AVE	SE		UNKNOWN	DRY	REAR	N/A		SE-NW										000	00				
N						UNK		06	0		N	DAY	PDO	UNKNOWN											000	000	00				
N						45 19 43.71	-122 35 3.47																								

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

23 - 26 of 29 Crash records shown.

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)					TRLR QTY															
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							
													02 NONE N/A PSNGR	9 CAR	STOP SE-NW													
															01	DRVR	NONE	00	Unk	UNK UNK	000							
00119	N	N	N	N	N	01/11/2012	16	FIR ST	INTER	3-LEG	N	CLR	ANGL-OTH	01	NONE	0	STRGHT											
CITY						WE	0	MOLALLA AVE	CN			STOP SIGN	N	DRY	ANGL	PRVTE	NW-SE				000							
N						3P			03	0		DAY	PDO		PSNGR	CAR		01	DRVR	NONE	21	F	OR-Y OR<25	000	000	00		
N						45 19 43.9126217	-122 35 3.6335684							02	NONE	0	STRGHT E -W		01	DRVR	NONE	57	M	OR-Y OR<25	028	019 000	00 02	
00686	Y	N	N	N	N	02/15/2014	19	FIR ST	ALLEY		N	CLR	ANGL-STP	01	NONE	0	TURN-R				099				08,27,01			
NONE						SA	145	MOLALLA AVE	E	(NONE)	UNKNOWN	N	DRY	TURN	PRVTE	E -N					019			00				
N						11A			08			DAY	PDO		PSNGR	CAR		01	DRVR	NONE	00	Unk	OR-Y OR<25	016,047,001	000	099	08,27,01	
N						45 19 43.9300559	-122 35 1.430016			(02)				02	NONE	0	STOP N -S		01	DRVR	NONE	27	M	OR-Y OR<25	000	011 000	00 00	
02284	N	N	N	N	N	06/26/2012	19	FIR ST	ALLEY		N	CLR	ANGL-OTH	01	NONE	0	STRGHT				013				02			
NONE						TU	380	MOLALLA AVE	E	(NONE)	UNKNOWN	N	DRY	TURN	PRVTE	W -E					000			000	00			
N						11A			07			DAY	PDO		PSNGR	CAR		01	DRVR	NONE	36	M	OR-Y OR<25	000	000	00		
N						45 19 43.9680597	-122 34 58.2903778			(02)				02	NONE	0	TURN-R S -E		01	DRVR	NONE	68	Unk	OR-Y OR<25	028	018 000	013 02	00 00
														03	NONE	0	PRKD-P W -E								008	013	00	
														04	NONE	0	PRKD-P W -E								008		00	
02331	N	N	N	N	N	05/24/2016	17	FIR ST	ALLEY		N	CLR	ANGL-OTH	01	NONE	9	STRGHT								02			
NO RPT						TU	385	MOLALLA AVE	E	(NONE)	UNKNOWN	N	DRY	TURN	N/A	W -E					000			000	00			
N						9A			07			DAY	PDO		PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK UNK	000	000	00		
N						45 19 43.95 58.12	-122 34			(02)																		

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

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URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

27 - 29 of 29 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE				SPCL USE																		
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE													
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	A	S										
UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
															02	NONE	9	TURN-L												
															N/A		S -W									018		00		
															PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000	00	00		
03399	N	N	N			09/13/2013	19	FIR ST	STRGHT		N	N	CLR	O-1STOP	01	NONE	0	BACK									10			
NONE						FR	150	MOLALLA AVE	E	(NONE)	UNKNOWN	N	DRY	BACK	PRVTE	W -E										000	00			
N						12P			08			N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	43	F	OR-Y		011	000	10			
N						45 19	-122 35			(02)																				
						43.9296239	1.509972																							
															02	NONE	0	STOP								011		00		
															PRVTE		E -W									000	00	00		
															PSNGR	CAR		01	DRVR	INJC	19	M	OR-Y		000	000	00	00		
00869	N	N	N	N	N	03/08/2012	16	FIR ST	STRGHT		N	N	CLR	S-1STOP	01	AMBLN	0	STRGHT								013	27,07			
CITY						TH	100	MOLALLA AVE	NW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	SE-NW										000	00			
N						12P			07			N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	21	M	OR-Y		016,026	000	27,07			
N						45 19	-122 35			(02)																				
						44.7303462	4.2991505																							
															02	NONE	0	STOP								011	013	00		
															PRVTE		SE-NW									000	000	00		
															PSNGR	CAR		01	DRVR	INJC	30	F	OR-Y		000	000	00	00		
															03	NONE	0	STOP								022		00		
															PRVTE		SE-NW									000	000	00		
															PSNGR	CAR		01	DRVR	NONE	34	F	OR-Y		000	000	00	00		