

Technical Memorandum #2 Technical Appendices
 Appendix H – MMLOS worksheets

MMLOS Intersection Worksheets

Pedestrian MMLOS

Figure H-1 Barnett Road at Stewart Avenue

Pedestrian Signalized Intersection MMLOS			
Intersection Name: Barnett at Stewart Analyst Name: Dejan Dudich Date: 5/29/2020 Analysis Scenario Name: Exit 27 AMT Analysis Year: 2019			
Criteria	Summary Scoring Totals		
	East Leg Crosswalk Barnett Rd	South Leg Crosswalk E Stewart Ave	West Leg Crosswalk Barnett Rd
Crossing Distance	37 6 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	37 6 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	24 7 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2
Left Turn Conflicts	20 No left turn conflict LTOR not allowed LT not from 2-way to 1-way	15 1 or 2 exclusive Ins + Prot LTOR not allowed LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way
Right Turn Conflicts	5 1 exclusive In + Prot-Perm RTOR not allowed/No conflict	0 1 exclusive In + Prot-Perm RTOR Allowed	15 No right turn conflict RTOR Allowed
Pedestrian Signals	5 Countdown	5 Countdown	5 Countdown
Pedestrian Delay	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early
Eff. Corner Radius	5 >30 to ≤40 ft Island n/a	10 ≤30 ft Island n/a	10 ≤30 ft Island n/a
Crosswalks	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping
Leg Subtotals	64	59	56
Curb Ramp Max Score	n/a	n/a	n/a
Leg Totals	64	59	56
Leg LOS	C	C	C
Intersection LOS	60	LOS	C

Figure H-2: Barnett Road at Alba Drive

Pedestrian Signalized Intersection MMLOS				
Intersection Name:		Barnett at Alba		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	Summary Scoring Totals			
	North Leg Crosswalk	East Leg Crosswalk		West Leg Crosswalk
	Alba Dr	Barnett Rd		Barnett Rd
Crossing Distance	76 3 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	37 6 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2		24 7 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2
Left Turn Conflicts	0 1 exclusive In + Prot-Perm LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way		15 No left turn conflict LTOR does not apply LT not from 2-way to 1-way
Right Turn Conflicts	-5 1 shared In + Perm RTOR Allowed	20 No right turn conflict RTOR not allowed/No conflict		-5 1 shared In + Perm RTOR Allowed
Pedestrian Signals	0 Standard	0 Standard		0 Standard
Pedestrian Delay	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early		-8 Greater than 120s No extra cycles Ped phase does not end early
Eff. Corner Radius	10 ≤30 ft Island n/a	5 >30 to ≤40 ft Island n/a		10 ≤30 ft Island n/a
Crosswalks	0 Transverse/Ladder striping	0 Transverse/Ladder striping		0 Transverse/Ladder striping
Leg Subtotals	73	64		36
Curb Ramp Max Score	n/a	n/a		n/a
Leg Totals	73	64		36
Leg LOS	C	C		E
Intersection LOS	Score Total	58	LOS	C

Figure H-3: Barnett Road at Highland Drive

Pedestrian Signalized Intersection MMLOS				
Intersection Name:		Barnett at Highland		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	Summary Scoring Totals			
	North Leg Crosswalk	East Leg Crosswalk	South Leg Crosswalk	West Leg Crosswalk
	Highland	Barnett Rd	Highland	Barnett Rd
Crossing Distance	37 6 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	28 7 lanes 4 - ≤6 ft median refuge No Island #1 No Island #2	24 7 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	12 8 lanes 4 - ≤6 ft median refuge No Island #1 No Island #2
Left Turn Conflicts	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way
Right Turn Conflicts	-5 1 shared In + Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed	0 1 exclusive In + Prot-Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed
Pedestrian Signals	5 Countdown	5 Countdown	5 Countdown	5 Countdown
Pedestrian Delay	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early
Eff. Corner Radius	5 >30 to ≤40 ft Island n/a	5 >30 to ≤40 ft Island n/a	0 >40 to ≤50 ft Island n/a	0 >40 to ≤50 ft Island n/a
Crosswalks	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping
Leg Subtotals	44	35	31	14
Curb Ramp Max Score	n/a	n/a	n/a	n/a
Leg Totals	44	35	31	14
Leg LOS	D	E	E	F
Intersection	Score Total	31	LOS	E

Note: There is a grade separated (elevated) multi-use path crossing of the west leg.
 Approach on the north reconnects with Barnett 645' to the west at Alba Drive, plus 110' out of direction travel.
 South approach is from 325' south of the intersection.

Figure H-4 Barnett Road at Ellendale Drive

Pedestrian Signalized Intersection MMLOS				
Intersection Name:		Barnett at Ellendale		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	Summary Scoring Totals			
	North Leg Crosswalk Ellendale	East Leg Crosswalk Barnett Rd	South Leg Crosswalk Ellendale	West Leg Crosswalk Barnett Rd
Crossing Distance	76 3 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	50 5 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	76 3 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	37 6 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2
Left Turn Conflicts	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	0 1 exclusive In + Prot-Perm LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	0 1 exclusive In + Prot-Perm LTOR does not apply LT not from 2-way to 1-way
Right Turn Conflicts	-5 1 shared In + Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed
Pedestrian Signals	5 Countdown	5 Countdown	5 Countdown	5 Countdown
Pedestrian Delay	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early
Eff. Corner Radius	10 ≤30 ft Island n/a	10 ≤30 ft Island n/a	10 ≤30 ft Island n/a	10 ≤30 ft Island n/a
Crosswalks	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping
Leg Subtotals	88	52	88	39
Curb Ramp Max Score	n/a	n/a	n/a	n/a
Leg Totals	88	52	88	39
Leg LOS	B	D	B	D
Intersection LOS	Score Total	67	LOS	C

Figure H-5: Garfield Street at I-5 Exit 27 SPUI Interchange

Pedestrian Signalized Intersection MMLOS				
Intersection Name:		Garfield at I5 Exit 27		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	Summary Scoring Totals			
	North Leg Crosswalk	East Leg Crosswalk	South Leg Crosswalk	West Leg Crosswalk
	Highland	NB off ramp	Garfield	SB off ramp
	<i>Crosswalk Closed</i>		<i>Crosswalk Closed</i>	
Crossing Distance		50 6 lanes ≥6 ft median refuge Island #1 - Yield Island #2 - Yield		50 6 lanes ≥6 ft median refuge Island #1 - Yield Island #2 - Yield
Left Turn Conflicts		10 1 or 2 exclusive lns + Prot LTOR does not apply LT not from 2-way to 1-way		10 1 or 2 exclusive lns + Prot LTOR does not apply LT not from 2-way to 1-way
Right Turn Conflicts		-5 1 exclusive ln + Perm RTOR Allowed		-5 1 exclusive ln + Perm RTOR Allowed
Pedestrian Signals		0 Standard		0 Standard
Pedestrian Delay		-13 Greater than 120s 1 extra cycle Ped phase does not end early		-13 Greater than 120s 1 extra cycle Ped phase does not end early
Eff. Corner Radius		0 No Radius; Corner Island Curbed + Yield		0 No Radius; Corner Island Curbed + Yield
Crosswalks		0 Transverse/Ladder striping		0 Transverse/Ladder striping
Leg Subtotals		42		42
Curb Ramp Max Score		n/a		n/a
Leg Totals		42		42
Leg LOS		D		D
Intersection LOS	Score Total	42	LOS	D

Figure H-6: Garfield Street at Center Drive

Pedestrian Signalized Intersection MMLOS				
Intersection Name:		Garfield at Center		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	Summary Scoring Totals			
	North Leg Crosswalk	East Leg Crosswalk	South Leg Crosswalk	West Leg Crosswalk
	Garfield	Center	Garfield	Center
Crossing Distance	33 7 lanes ≥6 ft median refuge No Island #1 No Island #2	50 5 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	37 6 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	76 3 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2
Left Turn Conflicts	-10 2 shared/exclusive lns + Perm LTOR does not apply LT not from 2-way to 1-way	-5 1 exclusive ln + Perm LTOR does not apply LT not from 2-way to 1-way	0 1 exclusive ln + Prot-Perm LTOR does not apply LT not from 2-way to 1-way	-5 1 exclusive ln + Perm LTOR does not apply LT not from 2-way to 1-way
Right Turn Conflicts	-5 1 shared ln + Perm RTOR Allowed	-5 1 shared ln + Perm RTOR Allowed	-5 1 shared ln + Perm RTOR Allowed	-5 1 exclusive ln + Perm RTOR Allowed
Pedestrian Signals	0 Standard	0 Standard	0 Standard	0 Standard
Pedestrian Delay	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early
Eff. Corner Radius	10 ≤30 ft Island n/a	10 ≤30 ft Island n/a	5 >30 to ≤40 ft Island n/a	0 >40 to ≤50 ft Island n/a
Crosswalks	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping
Leg Subtotals	20	42	29	58
Curb Ramp Max Score	n/a	n/a	n/a	n/a
Leg Totals	20	42	29	58
Leg LOS	E	D	E	C
Intersection LOS	Score Total	37	LOS	D

Figure H-7: Garfield Street at Riverside Avenue / OR 99

Pedestrian Signalized Intersection MMLOS				
Intersection Name:		OR99 at Garfield		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	Summary Scoring Totals			
	North Leg Crosswalk	East Leg Crosswalk	South Leg Crosswalk	West Leg Crosswalk
	OR99	Garfield	OR99	Garfield
				<i>Crosswalk Closed</i>
Crossing Distance	23 8 lanes 4 - ≤6 ft median refuge Island #1 - Sig. No Island #2	24 7 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	24 7 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	
Left Turn Conflicts	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	
Right Turn Conflicts	0 1 exclusive In + Perm RTOR not allowed/No conflict	-5 1 exclusive In + Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed	
Pedestrian Signals	0 Standard	0 Standard	0 Standard	
Pedestrian Delay	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	-8 Greater than 120s No extra cycles Ped phase does not end early	
Eff. Corner Radius	-10 >60 ft Island n/a	-5 >50 to ≤60 ft Island n/a	-5 >50 to ≤60 ft Island n/a	
Crosswalks	-5 #N/A	0 Transverse/Ladder striping	0 Transverse/Ladder striping	
Leg Subtotals	10	16	16	
Curb Ramp Max Score	n/a	n/a	n/a	
Leg Totals	10	16	16	
Leg LOS	F	F	F	
Intersection LOS	Score Total	14	LOS	F

Figure H-8: Riverside Avenue / OR 99 at Stewart Avenue

Pedestrian Signalized Intersection MMLOS				
Intersection Name:		OR99 at Stewart		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	Summary Scoring Totals			
	North Leg Crosswalk	East Leg Crosswalk	South Leg Crosswalk	West Leg Crosswalk
	OR 99	E Stewart Ave	OR 99	E Stewart Ave
Crossing Distance	50 5 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	50 5 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2	35 7 lanes 0 to ≤4 ft median refuge Island #1 - Sig. No Island #2	50 5 lanes 0 to ≤4 ft median refuge No Island #1 No Island #2
Left Turn Conflicts	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way	10 1 or 2 exclusive Ins + Prot LTOR does not apply LT not from 2-way to 1-way
Right Turn Conflicts	-5 1 shared In + Perm RTOR Allowed	0 1 exclusive In + Prot-Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed	-5 1 shared In + Perm RTOR Allowed
Pedestrian Signals	5 Countdown	5 Countdown	5 Countdown	5 Countdown
Pedestrian Delay	-5 Four-phase OR max 120s No extra cycles Ped phase does not end early	-5 Four-phase OR max 120s No extra cycles Ped phase does not end early	-5 Four-phase OR max 120s No extra cycles Ped phase does not end early	-5 Four-phase OR max 120s No extra cycles Ped phase does not end early
Eff. Corner Radius	-10 >60 ft Island n/a	-5 >50 to ≤60 ft Island n/a	0 No Radius; Corner Island Curbed + Sig + Prot-Perm	0 >40 to ≤50 ft Island n/a
Crosswalks	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping	0 Transverse/Ladder striping
Leg Subtotals	45	55	40	55
Curb Ramp Max Score	n/a	n/a	n/a	n/a
Leg Totals	45	55	40	55
Leg LOS	D	C	D	C
Intersection	Score Total	49	LOS	D

Bicycle MMLOS

Figure H-9 Barnett Road at Stewart Avenue

Bicycle Signalized Intersection MMLOS			
Intersection Name:	Barnett at Stewart		
Analyst Name:	Dejan Dudich		
Date:	5/29/2020		
Analysis Scenario Name	Exit 27 AMT		
Analysis Year:	2019		
Criteria	East Leg	South Leg	West Leg
	Barnett Rd	E Stewart Ave	Barnett Rd
Bicycle Facility	30 Shared Ln to Bike Ln 30 - 35 mph	50 Bike Ln to Bike Ln 30 - 35 mph	50 Bike Ln to Bike Ln 30 - 35 mph
Left Turn Conflicts	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 No turn conflict Shared stopbar No green conflict paint No two stage turn box	15 No turn conflict Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	15 No turn conflict Shared lane markings n/a No green conflict paint RTOR allowed	-20 Excl Rt Ln + Bike Ln to right No shared Ln markings No green conflict paint RTOR allowed	0 Excl Rt Ln + No Bike Ln No shared Ln markings No green conflict paint RTOR allowed
Crossing Distance	0 ≤ 3 lanes	-5 4 - 5 lanes	-5 4 - 5 lanes
Leg Totals	60	40	60
Leg LOS	C	D	C
Intersection LOS	53	LOS	D

Figure H-10: Barnett Road at Alba Drive

Bicycle Signalized Intersection MMLOS			
Intersection Name:	Barnett at Alba		
Analyst Name:	Dejan Dudich		
Date:	5/29/2020		
Analysis Scenario Name:	Exit 27 AMT		
Analysis Year:	2019		
Criteria	North Leg	East Leg	West Leg
	Alba Dr	Barnett Rd	Barnett Rd
Bicycle Facility	40 Shared Ln to Bike Ln ≤ 25 mph	50 Bike Ln to Bike Ln 30 - 35 mph	50 Bike Ln to Bike Ln 30 - 35 mph
Left Turn Conflicts	15 No turn conflict Shared stopbar No green conflict paint No two stage turn box	5 Protected-permissive Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	20 No turn conflict Shared lane markings n/a No green conflict paint RTOR not allowed
Crossing Distance	-10 ≥ 6 lanes	0 ≤ 3 lanes	0 ≤ 3 lanes
Leg Totals	50	60	85
Leg LOS	D	C	B
Intersection LOS	Score Total	65	LOS C

Figure H-11: Barnett Road at Highland Drive

Bicycle Signalized Intersection MMLOS				
Intersection Name:		Barnett at Highland		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	North Leg	Scoring Totals East Leg	South Leg	West Leg
	Highland	Barnett Rd	Highland	Barnett Rd
Bicycle Facility	50 Bike Ln to Bike Ln 30 - 35 mph	50 Bike Ln to Bike Ln 30 - 35 mph	50 Bike Ln to Bike Ln 30 - 35 mph	50 Bike Ln to Bike Ln 30 - 35 mph
Left Turn Conflicts	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	0 Excl Rt Ln + Bike Ln to left No shared Ln markings No green conflict paint RTOR allowed	0 Excl Rt Ln + Bike Ln to left No shared Ln markings No green conflict paint RTOR allowed
Crossing Distance	-10 ≥ 6 lanes	-5 4 - 5 lanes	-10 ≥ 6 lanes	-5 4 - 5 lanes
Leg Totals	60	65	55	60
Leg LOS	C	C	C	C
Intersection	Score Total	60	LOS	C
<p>Note: There is a grade separated (elevated) multi-use path crossing of the west leg. Approach on the north reconnects with Barnett 645' to the west at Alba Drive, plus 110' out of direction travel. South approach is from 325' south of the intersection.</p>				

Figure H-12 Barnett Road at Ellendale Drive

Bicycle Signalized Intersection MMLOS				
Intersection Name:		Barnett at Ellendale		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	North Leg	Scoring Totals	South Leg	West Leg
	Ellendale	East Leg Barnett Rd	Ellendale	West Leg Barnett Rd
Bicycle Facility	30	30	30	25
	Shared Ln to Shared Ln ≤ 25 mph	Shared Ln to Bike Ln 30 - 35 mph	Shared Ln to Shared Ln ≤ 25 mph	Bike Ln to Shared Ln 30 - 35 mph
Left Turn Conflicts	5	15	5	15
	Protected-permissive Shared stopbar No green conflict paint No two stage turn box	Protected Shared stopbar No green conflict paint No two stage turn box	Protected-permissive Shared stopbar No green conflict paint No two stage turn box	Protected Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	5	5	5	5
	No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed
Crossing Distance	-5	0	-5	0
	4 - 5 lanes	≤ 3 lanes	4 - 5 lanes	≤ 3 lanes
Leg Totals	35	50	35	45
Leg LOS	E	D	E	D
Intersection	Score Total	41	LOS	D

Figure H-13: Garfield Street at I-5 Exit 27 SPUI Interchange

Bicycle Signalized Intersection MMLOS				
Intersection Name:		Garfield at I5 Exit 27		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	North Leg	Scoring Totals East Leg	South Leg	West Leg
	Highland	NB off ramp	Garfield	SB off ramp
Bicycle Facility	50 Bike Ln to Bike Ln 30 - 35 mph	15 Shared Ln to Bike Ln ≥40 mph	50 Bike Ln to Bike Ln 30 - 35 mph	15 Shared Ln to Bike Ln ≥40 mph
Left Turn Conflicts	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 No turn conflict Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 No turn conflict Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	0 Excl Rt Ln + No Bike Ln No shared Ln markings No green conflict paint RTOR allowed	0 Excl Rt Ln + No Bike Ln No shared Ln markings No green conflict paint RTOR allowed	0 Excl Rt Ln + No Bike Ln No shared Ln markings No green conflict paint RTOR allowed	0 Excl Rt Ln + No Bike Ln No shared Ln markings No green conflict paint RTOR allowed
Crossing Distance	-10 ≥ 6 lanes	-10 ≥ 6 lanes	-10 ≥ 6 lanes	-10 ≥ 6 lanes
Leg Totals	55	20	55	20
Leg LOS	C	E	C	E
Intersection LOS	Score Total	38	LOS	D

Figure H-14: Garfield Street at Center Drive

Bicycle Signalized Intersection MMLOS				
Intersection Name:		Garfield at Center		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	North Leg	Scoring Totals East Leg	South Leg	West Leg
	Garfield	Center	Garfield	Center
Bicycle Facility	50 Bike Ln to Bike Ln 30 - 35 mph	40 Shared Ln to Bike Ln ≤ 25 mph	50 Bike Ln to Bike Ln 30 - 35 mph	25 Bike Ln to Shared Ln 30 - 35 mph
Left Turn Conflicts	0 Permissive Shared stopbar No green conflict paint No two stage turn box	5 Protected-permissive Shared stopbar No green conflict paint No two stage turn box	0 Permissive Shared stopbar No green conflict paint No two stage turn box	5 Protected-permissive Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	5 Excl Rt Ln + Bike Ln to left No shared ln markings No green conflict paint RTOR not allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed
Crossing Distance	-5 4 - 5 lanes	-10 ≥ 6 lanes	0 ≤ 3 lanes	-5 4 - 5 lanes
Leg Totals	50	40	55	30
Leg LOS	D	D	C	E
Intersection	Score Total	44	LOS	D

Figure H-15: Garfield Street at Riverside Avenue / OR 99

Bicycle Signalized Intersection MMLOS				
Intersection Name:		OR99 at Garfield		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	North Leg	Scoring Totals East Leg	South Leg	West Leg
	OR99	Garfield	OR99	Garfield
Bicycle Facility	40 Bike Ln to Bike Ln ≥40 mph	50 Bike Ln to Bike Ln 30 - 35 mph	40 Bike Ln to Bike Ln ≥40 mph	40 Bike Ln to Bike Ln ≥40 mph
Left Turn Conflicts	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	5 Excl Rt Ln + Bike Ln to left No shared Ln markings No green conflict paint RTOR not allowed	0 Excl Rt Ln + Bike Ln to left No shared Ln markings No green conflict paint RTOR allowed	0 Excl Rt Ln + Bike Ln to left No shared Ln markings No green conflict paint RTOR allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed
Crossing Distance	-5 4 - 5 lanes	-10 ≥ 6 lanes	-10 ≥ 6 lanes	-10 ≥ 6 lanes
Leg Totals	55	55	45	50
Leg LOS	C	C	D	D
Intersection	Score Total	51	LOS	D

Figure H-16: Riverside Avenue / OR 99 at Stewart Avenue, Bicycle MMLOS

Bicycle Signalized Intersection MMLOS				
Intersection Name:		OR99 at Stewart		
Analyst Name:		Dejan Dudich		
Date:		5/29/2020		
Analysis Scenario Name:		Exit 27 AMT		
Analysis Year:		2019		
Criteria	North Leg	Scoring Totals East Leg	South Leg	West Leg
	OR 99	E Stewart Ave	OR 99	E Stewart Ave
Bicycle Facility	15 Shared Ln to Bike Ln ≥40 mph	10 Shared Ln to Shared Ln 30 - 35 mph	10 Bike Ln to Shared Ln ≥40 mph	10 Shared Ln to Shared Ln 30 - 35 mph
Left Turn Conflicts	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box	15 Protected Shared stopbar No green conflict paint No two stage turn box
Right Turn Conflicts	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed	0 Excl Rt Ln + Bike Ln to left No shared Ln markings No green conflict paint RTOR allowed	5 No Excl Rt Ln Shared lane markings n/a No green conflict paint RTOR allowed
Crossing Distance	-5 4 - 5 lanes	-5 4 - 5 lanes	-5 4 - 5 lanes	-10 ≥ 6 lanes
Leg Totals	30	25	20	20
Leg LOS	E	E	E	E
Intersection LOS	Score Total	24	LOS	E

MMLOS Segment Worksheets

Pedestrian MMLOS

Number of lanes	= Number of Traffic Lanes
Sidewalk Width	= 1 if $\geq 5'$; otherwise 0
Speed Factor	= 1 if posted speed ≥ 40 mph; otherwise 0
High Directional Volume Factor	= 1 if hourly volume > 1500 vph; otherwise zero
Medium Directional Volume Factor	= 1 if $500 \text{ vph} < (\text{hourly volume}) \leq 1500 \text{ vph}$; otherwise 0

Figure H-17: AM Peak Hour Pedestrian Segment MMLOS

Roadway	Dir	From-To	Number of Lanes	Sidewalk Width	Speed Limit (mph)	Speed Factor	AM Peak Hr Volume	Directional Volume Factor		Final LOS
								High	Medium	
Barnett Rd	EB	OR 99 to Stewart	2	1	35	0	355	0	0	B-C
Barnett Rd	WB	Stewart to OR 99	2	1	35	0	570	0	1	C
OR 99	NB	Stewart to Barnett	2	1	35	0	740	0	1	C
OR 99	SB	Barnett to Stewart	2	1	35	0	450	0	0	B-C
Stewart	EB	Myers to OR 99	2	1	35	0	855	0	1	C
Stewart	WB	OR 99 to Myers	2	1	35	0	595	0	1	C
OR 99	NB	Garfield to Stewart	2	1	45	1	905	0	1	E
OR 99	SB	Stewart to Garfield	2	0	45	1	520	0	1	E
Garfield	EB	Anton to OR 99	2	1	40	1	610	0	1	E
Garfield	WB	OR 99 to Anton	2	1	40	1	355	0	0	C-E
OR 99	NB	Charlotte Ann to Garfield	2	1	45	1	1015	0	1	E
OR 99	SB	Garfield to Charlotte Ann	2	0	45	1	705	0	1	E
Garfield	EB	OR 99 to Center	2	1	35	0	1150	0	1	C
Garfield	WB	Center to OR 99	2	1	35	0	970	0	1	C
Center	NB	Garfield to Rogue Credit Union Ln	2	1	30	0	550	0	1	C
Center	SB	Rogue Credit Union Ln. to Garfield	1	1	30	0	300	0	0	B
Center	NB	Parking to Garfield	1	1	25	0	10	0	0	B
Center	SB	Garfield to Parking	1	0	25	0	15	0	0	B-C
Garfield	EB	Center to SPUI	2	1	35	0	1305	0	1	C
Garfield	WB	SPUI to Center	2	1	35	0	1380	0	1	C
Highland	NB	SPUI to Barnett	2	1	35	0	1625	1	0	E
Highland	SB	Barnett to SPUI	2	1	35	0	1130	0	1	C
Barnett Rd	EB	Alba to Highland	2	1	35	0	715	0	1	C
Barnett Rd	WB	Highland to Alba	2	1	35	0	650	0	1	C
Barnett Rd	EB	Stewart to Alba	2	1	35	0	705	0	1	C
Barnett Rd	WB	Alba to Stewart	2	1	35	0	655	0	1	C
Highland	NB	Barnett to Greenwood	1	1	35	0	585	0	1	B
Highland	SB	Greenwood to Barnett	2	1	35	0	640	0	1	C
Barnett Rd	EB	Highland to Ellendale	2	1	35	0	1660	1	0	E
Barnett Rd	WB	Ellendale to Highland	2	1	35	0	1045	0	1	C
Barnett Rd	EB	Ellendale to Hilldale	2	1	35	0	1570	1	0	E
Barnett Rd	WB	Hilldale to Ellendale	2	1	35	0	935	0	1	C
Ellendale	NB	Hospitality Way to Barnett	1	1	25	0	150	0	0	B
Ellendale	SB	Barnett to Hospitality Way	1	1	25	0	190	0	0	B
Ellendale	NB	Barnett to Crestbrook	1	0	25	0	60	0	0	B-C
Ellendale	SB	Crestbrook to Barnett	1	0	25	0	120	0	0	B-C
Alba	NB	Barnett to Road's end	1	1	25	0	20	0	0	B
Alba	SB	Road's end to Barnett	1	1	25	0	35	0	0	B
Stewart	NB	OR 99 to Center	2	1	35	0	570	0	1	C
Stewart	SB	Center to OR 99	2	1	35	0	215	0	0	B-C
Stewart	NB	Center to Barnett	2	1	35	0	525	0	1	C
Stewart	SB	Barnett to Center	2	1	35	0	260	0	0	B-C

Figure H-18: PM Peak Hour Pedestrian Segment MMLOS

Roadway	Dir	From-To	Number of Lanes	Sidewalk Width	Speed Limit (mph)	Speed Factor	PM Peak Hr Volume	Directional Volume Factor		Final LOS
								High	Medium	
Barnett Rd	EB	OR 99 to Stewart	2	1	35	0	775	0	1	C
Barnett Rd	WB	Stewart to OR 99	2	1	35	0	900	0	1	C
OR 99	NB	Stewart to Barnett	2	1	35	0	895	0	1	C
OR 99	SB	Barnett to Stewart	2	1	35	0	1020	0	1	C
Stewart	EB	Myers to OR 99	2	1	35	0	770	0	1	C
Stewart	WB	OR 99 to Myers	2	1	35	0	1030	0	1	C
OR 99	NB	Garfield to Stewart	2	1	45	1	1085	0	1	E
OR 99	SB	Stewart to Garfield	2	0	45	1	1005	0	1	E
Garfield	EB	Anton to OR 99	2	1	40	1	485	0	0	C-E
Garfield	WB	OR 99 to Anton	2	1	40	1	575	0	1	E
OR 99	NB	Charlotte Ann to Garfield	2	1	45	1	1285	0	1	E
OR 99	SB	Garfield to Charlotte Ann	2	0	45	1	1295	0	1	E
Garfield	EB	OR 99 to Center	2	1	35	0	1140	0	1	C
Garfield	WB	Center to OR 99	2	1	35	0	1320	0	1	C
Center	NB	Garfield to Rogue Credit Union Ln	2	1	30	0	815	0	1	C
Center	SB	Rogue Credit Union Ln. to Garfield	1	1	30	0	970	0	1	B
Center	NB	Parking to Garfield	1	1	25	0	80	0	0	B
Center	SB	Garfield to Parking	1	0	25	0	105	0	0	B-C
Garfield	EB	Center to SPUI	2	1	35	0	1595	1	0	E
Garfield	WB	SPUI to Center	2	1	35	0	1645	1	0	E
Highland	NB	SPUI to Barnett	2	1	35	0	1280	0	1	C
Highland	SB	Barnett to SPUI	2	1	35	0	1740	1	0	E
Barnett Rd	EB	Alba to Highland	2	1	35	0	910	0	1	C
Barnett Rd	WB	Highland to Alba	2	1	35	0	1075	0	1	C
Barnett Rd	EB	Stewart to Alba	2	1	35	0	890	0	1	C
Barnett Rd	WB	Alba to Stewart	2	1	35	0	1060	0	1	C
Highland	NB	Barnett to Greenwood	1	1	35	0	750	0	1	B
Highland	SB	Greenwood to Barnett	2	1	35	0	840	0	1	C
Barnett Rd	EB	Highland to Ellendale	2	1	35	0	1080	0	1	C
Barnett Rd	WB	Ellendale to Highland	2	1	35	0	1615	1	0	E
Barnett Rd	EB	Ellendale to Hilldale	2	1	35	0	1025	0	1	C
Barnett Rd	WB	Hilldale to Ellendale	2	1	35	0	1430	0	1	C
Ellendale	NB	Hospitality Way to Barnett	1	1	25	0	250	0	0	B
Ellendale	SB	Barnett to Hospitality Way	1	1	25	0	130	0	0	B
Ellendale	NB	Barnett to Crestbrook	1	0	25	0	75	0	0	B-C
Ellendale	SB	Crestbrook to Barnett	1	0	25	0	85	0	0	B-C
Alba	NB	Barnett to Road's end	1	1	25	0	55	0	0	B
Alba	SB	Road's end to Barnett	1	1	25	0	60	0	0	B
Stewart	NB	OR 99 to Center	2	1	35	0	495	0	0	B-C
Stewart	SB	Center to OR 99	2	1	35	0	580	0	1	C
Stewart	NB	Center to Barnett	2	1	35	0	530	0	1	C
Stewart	SB	Barnett to Center	2	1	35	0	575	0	1	C

Bicycle MMLOS

- Number of lanes = 1 for one directional lane, 2 for >1 directional lanes
- Bicycle Lane/Shoulder Presence = 1 if bicycle lane or paved shoulder $\geq 4'$ is present; otherwise 0
- Speed Limit = 1 if posted speed ≤ 30 mph; otherwise 2
- Unsignalized Conflicts = 1 if there are any unsignalized intersection or driveway conflicts (on analysis side); otherwise 0

Figure H-19: AM Peak Hour Bicycle Segment MMLoS

Roadway	Dir	From-To	Route(s)	Schedule Speed (mph)	Frequency (veh/hr)	Headway Factor	Transit LOS
<i>(Enter description on Pedestrian tab)</i>							
Barnett Rd	EB	OR 99 to Stewart	No service	0.00	0	0.00	No service
Barnett Rd	WB	Stewart to OR 99	24	8.06	3	2.48	D
OR 99	NB	Stewart to Barnett	10, 1x	11.82	3	2.48	C
OR 99	SB	Barnett to Stewart	10, 24, 1x	9.94	4	2.80	C
Stewart	EB	Myers to OR 99	No service	0.00	0	0.00	No service
Stewart	WB	OR 99 to Myers	No service	0.00	0	0.00	No service
OR 99	NB	Garfield to Stewart	1x	27.38	1	0.95	F
OR 99	SB	Stewart to Garfield	1x	42.33	1	0.95	E
Garfield	EB	Anton to OR 99	No service	0.00	0	0.00	No service
Garfield	WB	OR 99 to Anton	No service	0.00	0	0.00	No service
OR 99	NB	Charlotte Ann to Garfield	10	11.82	3	2.48	D
OR 99	SB	Garfield to Charlotte Ann	10	11.82	3	2.48	D
Garfield	EB	OR 99 to Center	10, 1x	11.82	3	2.48	C
Garfield	WB	Center to OR 99	10, 1x	11.82	3	2.48	C
Center	NB	Garfield to Rogue Credit Union Ln	10	11.82	3	2.48	C
Center	SB	Rogue Credit Union Ln. to Garfield	10, 24	14.09	3	2.48	C
Center	NB	Parking to Garfield	No service	0.00	0	0.00	No service
Center	SB	Garfield to Parking	No service	0.00	0	0.00	No service
Garfield	EB	Center to SPUI	24, 1x	16.36	4	2.80	B
Garfield	WB	SPUI to Center	1x	27.38	1	0.95	E
Highland	NB	SPUI to Barnett	24	16.36	3	2.48	C
Highland	SB	Barnett to SPUI	No service	0.00	0	0.00	No service
Barnett Rd	EB	Alba to Highland	No service	0.00	0	0.00	No service
Barnett Rd	WB	Highland to Alba	24	8.06	3	2.48	D
Barnett Rd	EB	Stewart to Alba	No service	0.00	0	0.00	No service
Barnett Rd	WB	Alba to Stewart	24	8.06	3	2.48	D
Highland	NB	Barnett to Greenwood	No service	0.00	0	0.00	No service
Highland	SB	Greenwood to Barnett	No service	0.00	0	0.00	No service
Barnett Rd	EB	Highland to Ellendale	24	16.36	3	2.48	C
Barnett Rd	WB	Ellendale to Highland	24	8.06	3	2.48	D
Barnett Rd	EB	Ellendale to Hilldale	24	16.36	3	2.48	C
Barnett Rd	WB	Hilldale to Ellendale	24	8.06	3	2.48	D
Ellendale	NB	Hospitality Way to Barnett	No service	0.00	0	0.00	No service
Ellendale	SB	Barnett to Hospitality Way	No service	0.00	0	0.00	No service
Ellendale	NB	Barnett to Crestbrook	No service	0.00	0	0.00	No service
Ellendale	SB	Crestbrook to Barnett	No service	0.00	0	0.00	No service
Alba	NB	Barnett to Road's end	No service	0.00	0	0.00	No service
Alba	SB	Road's end to Barnett	No service	0.00	0	0.00	No service
Stewart	NB	OR 99 to Center	10, 24	9.94	3	2.48	A
Stewart	SB	Center to OR 99	10	11.82	3	2.48	A
Stewart	NB	Center to Barnett	No service	0.00	0	0.00	No service
Stewart	SB	Barnett to Center	No service	0.00	0	0.00	No service

Figure H-20: PM Peak Hour Bicycle Segment MMLOS

Roadway	Dir	From-To	Route(s)	Speed (mph)	Frequency (veh/hr)	Headway Factor	Transit LOS
<i>(Enter description on Pedestrian tab)</i>							
Barnett Rd	EB	OR 99 to Stewart	No service	0.00	0	0.00	No service
Barnett Rd	WB	Stewart to OR 99	24	8.06	3	2.48	D
OR 99	NB	Stewart to Barnett	10, 1x	11.82	3	2.48	C
OR 99	SB	Barnett to Stewart	10, 24, 1x	9.94	4	2.80	C
Stewart	EB	Myers to OR 99	No service	0.00	0	0.00	No service
Stewart	WB	OR 99 to Myers	No service	0.00	0	0.00	No service
OR 99	NB	Garfield to Stewart	1x	27.38	1	0.95	F
OR 99	SB	Stewart to Garfield	1x	42.33	1	0.95	E
Garfield	EB	Anton to OR 99	No service	0.00	0	0.00	No service
Garfield	WB	OR 99 to Anton	No service	0.00	0	0.00	No service
OR 99	NB	Charlotte Ann to Garfield	10	11.82	3	2.48	D
OR 99	SB	Garfield to Charlotte Ann	10	11.82	3	2.48	D
Garfield	EB	OR 99 to Center	10, 1x	11.82	3	2.48	C
Garfield	WB	Center to OR 99	10, 1x	11.82	3	2.48	C
Center	NB	Garfield to Rogue Credit Union Ln	10	11.82	3	2.48	C
Center	SB	Rogue Credit Union Ln. to Garfield	10, 24	14.09	3	2.48	C
Center	NB	Parking to Garfield	No service	0.00	0	0.00	No service
Center	SB	Garfield to Parking	No service	0.00	0	0.00	No service
Garfield	EB	Center to SPUI	24, 1x	16.36	4	2.80	C
Garfield	WB	SPUI to Center	1x	27.38	1	0.95	F
Highland	NB	SPUI to Barnett	24	16.36	3	2.48	C
Highland	SB	Barnett to SPUI	No service	0.00	0	0.00	No service
Barnett Rd	EB	Alba to Highland	No service	0.00	0	0.00	No service
Barnett Rd	WB	Highland to Alba	24	8.06	3	2.48	D
Barnett Rd	EB	Stewart to Alba	No service	0.00	0	0.00	No service
Barnett Rd	WB	Alba to Stewart	24	8.06	3	2.48	D
Highland	NB	Barnett to Greenwood	No service	0.00	0	0.00	No service
Highland	SB	Greenwood to Barnett	No service	0.00	0	0.00	No service
Barnett Rd	EB	Highland to Ellendale	24	16.36	3	2.48	C
Barnett Rd	WB	Ellendale to Highland	24	8.06	3	2.48	D
Barnett Rd	EB	Ellendale to Hilldale	24	16.36	3	2.48	C
Barnett Rd	WB	Hilldale to Ellendale	24	8.06	3	2.48	D
Ellendale	NB	Hospitality Way to Barnett	No service	0.00	0	0.00	No service
Ellendale	SB	Barnett to Hospitality Way	No service	0.00	0	0.00	No service
Ellendale	NB	Barnett to Crestbrook	No service	0.00	0	0.00	No service
Ellendale	SB	Crestbrook to Barnett	No service	0.00	0	0.00	No service
Alba	NB	Barnett to Road's end	No service	0.00	0	0.00	No service
Alba	SB	Road's end to Barnett	No service	0.00	0	0.00	No service
Stewart	NB	OR 99 to Center	10, 24	9.94	3	2.48	C
Stewart	SB	Center to OR 99	10	11.82	3	2.48	C
Stewart	NB	Center to Barnett	No service	0.00	0	0.00	No service
Stewart	SB	Barnett to Center	No service	0.00	0	0.00	No service

Transit MMLOS

Route(s)	No service if no transit routes on that segment
Schedule Speed (mph)	calculated from distance, schedule time between stops, where more than one route, weighted average was calculated
Frequency (veh/hr)	is determined from schedule rather than on the ground number of vehicles. Route 1X stops times were felt to duplicate Route 10 schedules, so did not add additional frequency when they were on the same routes. Routes 10 and 24 on same segment were also felt to duplicate.
Headway factor	is calculated from Frequency.

Passenger Load factor = 1.00

Threshold Late Time = 5.0 minutes

Percent arrival on-time = 0.75

Figure H-21: AM Peak Hour Transit Segment MMLOS

Roadway	Dir	From-To		Schedule Speed (mph)	Frequency (veh/hr)	Headway Factor	Transit LOS
<i>(Enter description on Pedestrian tab)</i>			Route(s)				
Barnett Rd	EB	OR 99 to Stewart	No service	0.00	0	0.00	No service
Barnett Rd	WB	Stewart to OR 99	24	8.06	3	2.48	D
OR 99	NB	Stewart to Barnett	10, 1x	11.82	3	2.48	C
OR 99	SB	Barnett to Stewart	10, 24, 1x	9.94	4	2.80	C
Stewart	EB	Myers to OR 99	No service	0.00	0	0.00	No service
Stewart	WB	OR 99 to Myers	No service	0.00	0	0.00	No service
OR 99	NB	Garfield to Stewart	1x	27.38	1	0.95	F
OR 99	SB	Stewart to Garfield	1x	42.33	1	0.95	E
Garfield	EB	Anton to OR 99	No service	0.00	0	0.00	No service
Garfield	WB	OR 99 to Anton	No service	0.00	0	0.00	No service
OR 99	NB	Charlotte Ann to Garfield	10	11.82	3	2.48	D
OR 99	SB	Garfield to Charlotte Ann	10	11.82	3	2.48	D
Garfield	EB	OR 99 to Center	10, 1x	11.82	3	2.48	C
Garfield	WB	Center to OR 99	10, 1x	11.82	3	2.48	C
Center	NB	Garfield to Rogue Credit Union Ln	10	11.82	3	2.48	C
Center	SB	Rogue Credit Union Ln. to Garfield	10, 24	14.09	3	2.48	C
Center	NB	Parking to Garfield	No service	0.00	0	0.00	No service
Center	SB	Garfield to Parking	No service	0.00	0	0.00	No service
Garfield	EB	Center to SPUI	24, 1x	16.36	4	2.80	B
Garfield	WB	SPUI to Center	1x	27.38	1	0.95	E
Highland	NB	SPUI to Barnett	24	16.36	3	2.48	C
Highland	SB	Barnett to SPUI	No service	0.00	0	0.00	No service
Barnett Rd	EB	Alba to Highland	No service	0.00	0	0.00	No service
Barnett Rd	WB	Highland to Alba	24	8.06	3	2.48	D
Barnett Rd	EB	Stewart to Alba	No service	0.00	0	0.00	No service
Barnett Rd	WB	Alba to Stewart	24	8.06	3	2.48	D
Highland	NB	Barnett to Greenwood	No service	0.00	0	0.00	No service
Highland	SB	Greenwood to Barnett	No service	0.00	0	0.00	No service
Barnett Rd	EB	Highland to Ellendale	24	16.36	3	2.48	C
Barnett Rd	WB	Ellendale to Highland	24	8.06	3	2.48	D
Barnett Rd	EB	Ellendale to Hilldale	24	16.36	3	2.48	C
Barnett Rd	WB	Hilldale to Ellendale	24	8.06	3	2.48	D
Ellendale	NB	Hospitality Way to Barnett	No service	0.00	0	0.00	No service
Ellendale	SB	Barnett to Hospitality Way	No service	0.00	0	0.00	No service
Ellendale	NB	Barnett to Crestbrook	No service	0.00	0	0.00	No service
Ellendale	SB	Crestbrook to Barnett	No service	0.00	0	0.00	No service
Alba	NB	Barnett to Road's end	No service	0.00	0	0.00	No service
Alba	SB	Road's end to Barnett	No service	0.00	0	0.00	No service
Stewart	NB	OR 99 to Center	10, 24	9.94	3	2.48	A
Stewart	SB	Center to OR 99	10	11.82	3	2.48	A
Stewart	NB	Center to Barnett	No service	0.00	0	0.00	No service
Stewart	SB	Barnett to Center	No service	0.00	0	0.00	No service

Figure H-22: PM Peak Hour Transit Segment MMLOS

Roadway	Dir	From-To	Route(s)	Schedule Speed	Frequency (veh/hr)	Headway Factor	Transit LOS
<i>(Enter description on Pedestrian tab)</i>							
Barnett Rd	EB	OR 99 to Stewart	No service	0.00	0	0.00	No service
Barnett Rd	WB	Stewart to OR 99	24	8.06	3	2.48	D
OR 99	NB	Stewart to Barnett	10, 1x	11.82	3	2.48	C
OR 99	SB	Barnett to Stewart	10, 24, 1x	9.94	4	2.80	C
Stewart	EB	Myers to OR 99	No service	0.00	0	0.00	No service
Stewart	WB	OR 99 to Myers	No service	0.00	0	0.00	No service
OR 99	NB	Garfield to Stewart	1x	27.38	1	0.95	F
OR 99	SB	Stewart to Garfield	1x	42.33	1	0.95	E
Garfield	EB	Anton to OR 99	No service	0.00	0	0.00	No service
Garfield	WB	OR 99 to Anton	No service	0.00	0	0.00	No service
OR 99	NB	Charlotte Ann to Garfield	10	11.82	3	2.48	D
OR 99	SB	Garfield to Charlotte Ann	10	11.82	3	2.48	D
Garfield	EB	OR 99 to Center	10, 1x	11.82	3	2.48	C
Garfield	WB	Center to OR 99	10, 1x	11.82	3	2.48	C
Center	NB	Garfield to Rogue Credit Union Ln	10	11.82	3	2.48	C
Center	SB	Rogue Credit Union Ln. to Garfield	10, 24	14.09	3	2.48	C
Center	NB	Parking to Garfield	No service	0.00	0	0.00	No service
Center	SB	Garfield to Parking	No service	0.00	0	0.00	No service
Garfield	EB	Center to SPUI	24, 1x	16.36	4	2.80	C
Garfield	WB	SPUI to Center	1x	27.38	1	0.95	F
Highland	NB	SPUI to Barnett	24	16.36	3	2.48	C
Highland	SB	Barnett to SPUI	No service	0.00	0	0.00	No service
Barnett Rd	EB	Alba to Highland	No service	0.00	0	0.00	No service
Barnett Rd	WB	Highland to Alba	24	8.06	3	2.48	D
Barnett Rd	EB	Stewart to Alba	No service	0.00	0	0.00	No service
Barnett Rd	WB	Alba to Stewart	24	8.06	3	2.48	D
Highland	NB	Barnett to Greenwood	No service	0.00	0	0.00	No service
Highland	SB	Greenwood to Barnett	No service	0.00	0	0.00	No service
Barnett Rd	EB	Highland to Ellendale	24	16.36	3	2.48	C
Barnett Rd	WB	Ellendale to Highland	24	8.06	3	2.48	D
Barnett Rd	EB	Ellendale to Hilldale	24	16.36	3	2.48	C
Barnett Rd	WB	Hilldale to Ellendale	24	8.06	3	2.48	D
Ellendale	NB	Hospitality Way to Barnett	No service	0.00	0	0.00	No service
Ellendale	SB	Barnett to Hospitality Way	No service	0.00	0	0.00	No service
Ellendale	NB	Barnett to Crestbrook	No service	0.00	0	0.00	No service
Ellendale	SB	Crestbrook to Barnett	No service	0.00	0	0.00	No service
Alba	NB	Barnett to Road's end	No service	0.00	0	0.00	No service
Alba	SB	Road's end to Barnett	No service	0.00	0	0.00	No service
Stewart	NB	OR 99 to Center	10, 24	9.94	3	2.48	C
Stewart	SB	Center to OR 99	10	11.82	3	2.48	C
Stewart	NB	Center to Barnett	No service	0.00	0	0.00	No service
Stewart	SB	Barnett to Center	No service	0.00	0	0.00	No service

Contact Information

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