		Major Street Crossing						Minor Street Crossing						Intersection LTS	
ID	INTERSECTION NAME	Ped LTS	ADA Adjustment	Illumination Adjustment	Enhanced Xing Adjustment	FINAL Crossing Ped LTS	FINAL Crossing Bike LTS	Ped LTS	ADA Adjustment	Illumination Adjustment	Enhanced Xing Adjustment	FINAL Crossing Ped LTS	FINAL Crossing Bike LTS	PED LTS	BIKE LTS
1	N Broadway and N Flint	4	0	0	0	4	3	1	0	0	0	1	1	4	3
5	N Broadway and N Wheeler	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
3	N Broadway and N Ross (streetcar signal is	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
4	N Broadway and N Benton (WB) Override	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
5	N Broadway and N Larrabee (WB)	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
6	N Broadway and N Vancouver	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
7	N Weidler and N Vancouver	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
8	N Vancouver and N Center Ct	1	0	0	0	1	1	1	0	0	0	1	1	1	1
9	N Wheeler and N Winning Way	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
10	NE Multnomah and NE Wheeler	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
11	NE Weidler and N Willaims	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
12	N Broadway and N Williams	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
13	N Williams and N Hancock	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
14	N Williams and NE San Rafael	1	0	0	-1	1	1	1	0	0	0	1	1	1	1
15	NE Hancock and NE Rodney	1	3	1	0	4	1	1	0	1	0	2	1	4	1
16	NE Hancock and NE 1st	1	3	1	0	4	1	1	3	1	0	4	1	4	1
17	NE Hancock and NE Victoria	1	0	0	0	1	1	1	0	1	0	2	1	2	1
18	NE Weidler and NE Victoria	2	0	0	N/A	2	1	2	0	0	N/A	2	1	2	1
19	NE Weidler and NE 1st	4	0	0	0	4	3	1	0	0	0	1	1	4	3
20	NE Weidler and NE 2nd	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
21	NE Broadway and NE 2nd	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
22	NE Broadway and NE 1st	4	0	0	0	4	3	1	0	0	0	1	1	4	3
23	NE Broadway and NE Victoria	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
24	NE 2nd and NE Schuyler	1	0	0	0	1	1	1	0	0	0	1	1	1	1
25	NE Hancock and NE 2nd	1	3	0	0	3	1	1	3	0	0	3	1	3	1
26	NE Rodney and NE San Rafael	1	0	1	0	2	1	1	0	1	0	2	1	2	1
27	NE Weidler and N Wheeler	4	0	0	0	4	3	1	0	0	0	1	1	4	3
28	N Weidler and N Broadway	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
29	N Braodway and N Benton (EB) Override n	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
30	N Broadway and N Larrabee (EB)	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1

ID	INTERSECTION NAME	Intersection Type (if signal lacks ped/bike detection/recall, use "unsignalized")	Signal: Signal Issues? (only complete for signalized intersections)	Major Street Crossing: Speed	Median Refuge (≥10') or One-Way Street	Total Lanes Crossed	Max Lanes Crossed/Direction	Classification	ADT	Curb Ramps?	Illumination?	Unsignalized Crossing Enhancements?	Minor Street Street Crossing: Speed	Median Refuge (≥10') or One-Way Street	Total Lanes Crossed	Max Lanes Crossed/Direction	Classification	ADT	Curb Ramps?	Illumination?	Unsignalized Crossing Enhancements?
1	N Broadway and N Flint	Unsignalized		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	2	1	Local	3,869	Yes	Yes	
5	N Broadway and N Wheeler	Unsignalized		30	Yes	4	4+	Arterial	16,078	Yes	Yes	Curb Extensions	≤ 25	Yes	2	1	Collector		Yes	No	
3	N Broadway and N Ross (streetcar signal is	Signalized		30	Yes	3	3	Arterial	13,025	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
4	N Broadway and N Benton (WB) Override (	Signalized	>6 lane crossing	30	No	7	4+	Arterial	13,025	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
5	N Broadway and N Larrabee (WB)	Signalized	>6 lane crossing	30	No	7	4+	Arterial	13,025	Yes	Yes		30	No	3	2	Arterial	8,830	Yes	Yes	
6	N Broadway and N Vancouver	Signalized	Complex geometry	30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	Yes	6	4+	Collector	5,575	Yes	Yes	
7	N Weidler and N Vancouver	Signalized		30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	Yes	4	4+	Collector	5,575	Yes	Yes	
8	N Vancouver and N Center Ct	Unsignalized		≤ 25	Yes	3	3	Collector	5,575	No	Yes		≤ 25	Yes	1	1	Local	5,575	Yes	Yes	
9	N Wheeler and N Winning Way	Signalized	Complex geometry	≤ 25	No	3	3	Collector	5,575	Yes	Yes		≤ 25	Yes	3	3	Local	5,575	Yes	Yes	
10	NE Multnomah and NE Wheeler	Signalized		≤ 25	No	3	2	Collector	6,446	Yes	Yes		≤ 25	No	3	2	Collector	5,575	Yes	Yes	
11	NE Weidler and N Willaims	Signalized		30	Yes	3	3	Arterial	15,310	Yes	Yes		≤ 25	Yes	3	3	Collector	7,511	Yes	Yes	
12	N Broadway and N Williams	Signalized	Closed Xwalks	30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	Yes	3	3	Collector	7,511	Yes	Yes	
13	N Williams and N Hancock	Unsignalized		≤ 25	Yes	1	1	Collector	7,511	No	Yes		≤ 25	No	1	arked Cente	Local	800	Yes	Yes	
14	N Williams and NE San Rafael	**Unsignalized**		≤ 25	Yes	1	1	Collector	7,511	Yes	Yes	Curb Extensions	≤ 25	No	1	arked Cente	Local		Yes	No	
15	NE Hancock and NE Rodney	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	No	No		≤ 25	No	1	arked Cente	Local		Yes	No	
16	NE Hancock and NE 1st	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	No	No		≤ 25	No	1	arked Cente	Local		No	No	
17	NE Hancock and NE Victoria	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	No	
18	NE Weidler and NE Victoria	**Signalized**	Permissive Turns	30	Yes	4	3	Arterial	15,310	Yes	Yes		≤ 25	Yes	3	3	Local		Yes	Yes	
19	NE Weidler and NE 1st	**Unsignalized**		30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
20	NE Weidler and NE 2nd	**Signalized**		30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	No	2	1	Local		Yes	Yes	
21	NE Broadway and NE 2nd	**Signalized**		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	2	1	Local		Yes	Yes	
22	NE Broadway and NE 1st	**Unsignalized**		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
23	NE Broadway and NE Victoria	**Signalized**		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	2	2	Local		Yes	Yes	
24	NE 2nd and NE Schuyler	**Unsignalized**		≤ 25	No	1	arked Cente	Local		Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
25	NE Hancock and NE 2nd	**Unsignalized**		≤ 25	No	1	arked Cente	Local		No	Yes		≤ 25	No	1	arked Cente	Local		No	Yes	
26	NE Rodney and NE San Rafael	**Unsignalized**		≤ 25	No	1	arked Cente	Local		Yes	No		≤ 25	No	1	arked Cente	Local		Yes	No	
27	NE Weidler and N Wheeler	**Unsignalized**		30	Yes	4	4+	Arterial	15,310	No	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
28	N Weidler and N Broadway	**Signalized**		30	Yes	3	3	Arterial	16,078	Yes	Yes		30	Yes	1	1	Arterial		Yes	Yes	
29	N Braodway and N Benton (EB) Override m	**Signalized**	>6 lane crossing	30	Yes	7	4+	Arterial	13,025	Yes	Yes		≤ 25	No	3	2	Local		Yes	Yes	
30																					

		Major Street Crossing						Minor Street Crossing						Intersection LTS	
ID	INTERSECTION NAME	Ped LTS	ADA Adjustment	Illumination Adjustment	Enhanced Xing Adjustment	FINAL Crossing Ped LTS	FINAL Crossing Bike LTS	Ped LTS	ADA Adjustment	Illumination Adjustment	Enhanced Xing Adjustment	FINAL Crossing Ped LTS	FINAL Crossing Bike LTS	PED LTS	BIKE LTS
1	N Broadway and N Flint	4	0	0	0	4	3	1	0	0	0	1	1	4	3
5	N Broadway and N Wheeler	4	0	0	-1	3	3	1	0	1	0	2	1	3	3
3	N Broadway and N Ross (streetcar signal is	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
4	N Broadway and N Benton (WB) Override	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
5	N Broadway and N Larrabee (WB)	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
6	N Broadway and N Vancouver	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
7	N Weidler and N Vancouver	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
8	N Vancouver and N Center Ct	1	3	0	0	3	1	1	0	0	0	1	1	3	1
9	N Wheeler and N Winning Way	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
10	NE Multnomah and NE Wheeler	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
11	NE Weidler and N Willaims	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
12	N Broadway and N Williams	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
13	N Williams and N Hancock	1	3	0	0	3	1	1	0	0	0	1	1	3	1
14	N Williams and NE San Rafael	1	0	0	-1	1	1	1	0	1	0	2	1	2	1
15	NE Hancock and NE Rodney	1	3	1	0	4	1	1	0	1	0	2	1	4	1
16	NE Hancock and NE 1st	1	3	1	0	4	1	1	3	1	0	4	1	4	1
17	NE Hancock and NE Victoria	1	0	0	0	1	1	1	0	1	0	2	1	2	1
18	NE Weidler and NE Victoria	2	0	0	N/A	2	1	2	0	0	N/A	2	1	2	1
19	NE Weidler and NE 1st	4	0	0	0	4	3	1	0	0	0	1	1	4	3
20	NE Weidler and NE 2nd	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
21	NE Broadway and NE 2nd	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
22	NE Broadway and NE 1st	4	0	0	0	4	3	1	0	0	0	1	1	4	3
23	NE Broadway and NE Victoria	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
24	NE 2nd and NE Schuyler	1	0	0	0	1	1	1	0	0	0	1	1	1	1
25	NE Hancock and NE 2nd	1	3	0	0	3	1	1	3	0	0	3	1	3	1
26	NE Rodney and NE San Rafael	1	0	1	0	2	1	1	0	1	0	2	1	2	1
27	NE Weidler and N Wheeler	4	0	0	0	4	3	1	0	0	0	1	1	4	3
28	N Weidler and N Broadway	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
29	N Braodway and N Benton (EB) Override n	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
30	0				0						0			0	0

				Major Street Crossing								Minor Street Street Crossing							
ID	INTERSECTION NAME	Intersection Type (if signal lacks ped/bike detection/recall, use "unsignalized")	Signal Issues? (only complete for signalized intersections)	Speed	Median Refuge (≥10') or One-Way Street	Total Lanes Crossed	Max Lanes Crossed/Direction	Classification	ADT	Curb Ramps?	Illumination?	Unsignalized Crossing Enhancements?	Speed	Median Refuge (≥10') or One-Way Street	Total Lanes Crossed	Max Lanes Crossed/Direction	Classification	ADT	Curb Ramps?	Illumination?	Unsignalized Crossing Enhancements?
1	N Broadway and N Flint	Unsignalized		30	Yes	3	3	Arterial	16,078	Yes	Yes		≤ 25	No	2	1	Local	3,869	Yes	Yes	
5	N Broadway and N Wheeler	Unsignalized		30	Yes	3	3	Arterial	16,078	Yes	Yes	Curb Extensions	≤ 25	Yes	2	1	Collector		Yes	No	
3	N Broadway and N Ross (streetcar signal is	Signalized		30	Yes	2	2	Arterial	13,025	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	No	
4	N Broadway and N Benton (WB) Override (	Signalized	>6 lane crossing	30	No	5	3	Arterial	13,025	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
5	N Broadway and N Larrabee (WB)	Signalized	>6 lane crossing	30	No	5	3	Arterial	13,025	Yes	Yes		30	No	3	2	Arterial	8,830	Yes	Yes	
6	N Broadway and N Vancouver	Signalized	Complex geometry	30	Yes	3	3	Arterial	16,078	Yes	Yes		≤ 25	Yes	6	4+	Collector	5,575	Yes	Yes	
7	N Weidler and N Vancouver	Signalized		30	Yes	3	3	Arterial	15,310	Yes	Yes		≤ 25	Yes	4	4+	Collector	5,575	Yes	Yes	
8	N Vancouver and N Center Ct	Unsignalized		≤ 25	Yes	3	3	Collector	5,575	No	Yes		≤ 25	Yes	1	1	Local	5,575	Yes	Yes	
9	N Wheeler and N Winning Way	Signalized	Complex geometry	≤ 25	No	3	3	Collector	5,575	Yes	Yes		≤ 25	Yes	3	3	Local	5,575	Yes	Yes	
10	NE Multnomah and NE Wheeler	Signalized		≤ 25	No	3	2	Collector	6,446	Yes	Yes		≤ 25	No	3	2	Collector	5,575	Yes	Yes	
11	NE Weidler and N Willaims	Signalized		30	Yes	2	2	Arterial	15,310	Yes	Yes		≤ 25	Yes	3	3	Collector	7,511	Yes	Yes	
12	N Broadway and N Williams	Signalized	Closed Xwalks	30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	Yes	3	3	Collector	7,511	Yes	Yes	
13	N Williams and N Hancock	Unsignalized		≤ 25	Yes	1	1	Collector	7,511	No	Yes		≤ 25	No	1	arked Cente	Local	800	Yes	Yes	
14	N Williams and NE San Rafael	**Unsignalized**		≤ 25	Yes	1	1	Collector	7,511	Yes	Yes	Curb Extensions	≤ 25	No	1	arked Cente	Local		Yes	No	
15	NE Hancock and NE Rodney	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	No	No		≤ 25	No	1	arked Cente	Local		Yes	No	
16	NE Hancock and NE 1st	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	No	No		≤ 25	No	1	arked Cente	Local		No	No	
17	NE Hancock and NE Victoria	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	No	
18	NE Weidler and NE Victoria	**Signalized**	Permissive Turns	30	Yes	3	2	Arterial	15,310	Yes	Yes		≤ 25	Yes	3	3	Local		Yes	Yes	
19	NE Weidler and NE 1st	**Unsignalized**		30	Yes	3	3	Arterial	15,310	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
20	NE Weidler and NE 2nd	**Signalized**		30	Yes	3	3	Arterial	15,310	Yes	Yes		≤ 25	No	2	1	Local		Yes	Yes	
21	NE Broadway and NE 2nd	**Signalized**		30	Yes	3	3	Arterial	16,078	Yes	Yes		≤ 25	No	2	1	Local		Yes	Yes	
22	NE Broadway and NE 1st	**Unsignalized**		30	Yes	3	3	Arterial	16,078	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
23	NE Broadway and NE Victoria	**Signalized**		30	Yes	3	3	Arterial	16,078	Yes	Yes		≤ 25	No	2	2	Local		Yes	Yes	
24	NE 2nd and NE Schuyler	**Unsignalized**		≤ 25	No	1	arked Cente	Local		Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
25	NE Hancock and NE 2nd	**Unsignalized**		≤ 25	No	1	arked Cente	Local		No	Yes		≤ 25	No	1	arked Cente	Local		No	Yes	
26	NE Rodney and NE San Rafael	**Unsignalized**		≤ 25	No	1	arked Cente	Local		Yes	No		≤ 25	No	1	arked Cente	Local		Yes	No	
27	NE Weidler and N Wheeler	**Unsignalized**		30	Yes	3	3	Arterial	15,310	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
28	N Weidler and N Broadway	**Signalized**		30	Yes	2	2	Arterial	16,078	Yes	Yes		30	Yes	1	1	Arterial		Yes	Yes	
29	N Braodway and N Benton (EB) Override m	**Signalized**	>6 lane crossing	30	Yes	5	3	Arterial	13,025	Yes	Yes		≤ 25	No	3	2	Local		Yes	Yes	
30	N Broadway and N Larrabee (EB)	**Signalized**		30	No	5	3	Arterial	13,025	Yes	Yes		30	No	4	3	Arterial		Yes	Yes	

		Major Street Crossing						Minor Street Crossing						Intersection LTS	
ID	INTERSECTION NAME	Ped LTS	ADA Adjustment	Illumination Adjustment	Enhanced Xing Adjustment	FINAL Crossing Ped LTS	FINAL Crossing Bike LTS	Ped LTS	ADA Adjustment	Illumination Adjustment	Enhanced Xing Adjustment	FINAL Crossing Ped LTS	FINAL Crossing Bike LTS	PED LTS	BIKE LTS
1	N Broadway and N Flint	3	0	0	0	3	2	1	0	0	0	1	1	3	2
5	N Broadway and N Wheeler	3	0	0	-1	2	2	1	0	1	0	2	1	2	2
3	N Broadway and N Ross (streetcar signal is	1	0	0	N/A	1	1	1	0	1	N/A	2	1	2	1
4	N Broadway and N Benton (WB) Override	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
5	N Broadway and N Larrabee (WB)	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
6	N Broadway and N Vancouver	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
7	N Weidler and N Vancouver	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
8	N Vancouver and N Center Ct	1	3	0	0	3	1	1	0	0	0	1	1	3	1
9	N Wheeler and N Winning Way	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
10	NE Multnomah and NE Wheeler	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
11	NE Weidler and N Willaims	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
12	N Broadway and N Williams	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
13	N Williams and N Hancock	1	3	0	0	3	1	1	0	0	0	1	1	3	1
14	N Williams and NE San Rafael	1	0	0	-1	1	1	1	0	1	0	2	1	2	1
15	NE Hancock and NE Rodney	1	3	1	0	4	1	1	0	1	0	2	1	4	1
16	NE Hancock and NE 1st	1	3	1	0	4	1	1	3	1	0	4	1	4	1
17	NE Hancock and NE Victoria	1	0	0	0	1	1	1	0	1	0	2	1	2	1
18	NE Weidler and NE Victoria	2	0	0	N/A	2	1	2	0	0	N/A	2	1	2	1
19	NE Weidler and NE 1st	3	0	0	0	3	2	1	0	0	0	1	1	3	2
20	NE Weidler and NE 2nd	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
21	NE Broadway and NE 2nd	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
22	NE Broadway and NE 1st	3	0	0	0	3	2	1	0	0	0	1	1	3	2
23	NE Broadway and NE Victoria	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
24	NE 2nd and NE Schuyler	1	0	0	0	1	1	1	0	0	0	1	1	1	1
25	NE Hancock and NE 2nd	1	3	0	0	3	1	1	3	0	0	3	1	3	1
26	NE Rodney and NE San Rafael	1	0	1	0	2	1	1	0	1	0	2	1	2	1
27	NE Weidler and N Wheeler	3	0	0	0	3	2	1	0	0	0	1	1	3	2
28	N Weidler and N Broadway	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1
29	N Braodway and N Benton (EB) Override n	3	0	0	N/A	3	1	3	0	0	N/A	3	1	3	1
30	N Broadway and N Larrabee (EB)	1	0	0	N/A	1	1	1	0	0	N/A	1	1	1	1

ID	INTERSECTION NAME	Intersection Type (if signal lacks ped/bike detection/recall, use "unsignalized")	Signal: Signal Issues? (only complete for signalized intersections)	Major Street Crossing: Speed	Median Refuge (≥10') or One-Way Street	Total Lanes Crossed	Max Lanes Crossed/Direction	Classification	ADT	Curb Ramps?	Illumination?	Unsignalized Crossing Enhancements?	Minor Street Street Crossing: Speed	Median Refuge (≥10') or One-Way Street	Total Lanes Crossed	Max Lanes Crossed/Direction	Classification	ADT	Curb Ramps?	Illumination?	Unsignalized Crossing Enhancements?
1	N Broadway and N Flint	Unsignalized		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	2	1	Local		Yes	Yes	
5	N Broadway and N Wheeler	Signalized		30	Yes	4	4+	Arterial	16,078	Yes	Yes	Curb Extensions	≤ 25	Yes	2	1	Local		Yes	Yes	
3	N Broadway and N Ross (streetcar signal is	Signalized		30	Yes	3	3	Arterial	13,025	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
4	N Broadway and N Benton (WB) Override (	Signalized	>6 lane crossing	30	No	7	4+	Arterial	13,025	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
5	N Broadway and N Larrabee (WB)	Signalized	>6 lane crossing	30	No	7	4+	Arterial	13,025	Yes	Yes		30	No	3	2	Arterial	8,830	Yes	Yes	
6	N Broadway and N Vancouver	Signalized	Complex geometry	30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	Yes	6	4+	Collector	5,575	Yes	Yes	
7	N Weidler and N Vancouver	Signalized		30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	Yes	3	3	Collector	5,575	Yes	Yes	
8	N Vancouver and N Center Ct	Unsignalized		≤ 25	Yes	3	3	Collector	5,575	Yes	Yes		≤ 25	Yes	1	1	Local		Yes	Yes	
9	N Wheeler and N Winning Way	Signalized		≤ 25	No	3	3	Collector	5,575	Yes	Yes		≤ 25	Yes	3	2	Local		Yes	Yes	
10	NE Multnomah and NE Wheeler	Signalized		≤ 25	No	3	2	Collector	6,446	Yes	Yes		≤ 25	No	3	2	Collector	5,575	Yes	Yes	
11	NE Weidler and N Willaims	Signalized	Closed Xwalks	30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	Yes	4	2	Collector	7,511	Yes	Yes	
12	N Broadway and N Williams	Signalized	Closed Xwalks	30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	Yes	3	3	Collector	7,511	Yes	Yes	
13	N Williams and N Hancock	Signalized		≤ 25	Yes	1	1	Collector	7,511	Yes	Yes		≤ 25	No	2	1	Local	800	Yes	Yes	
14	N Williams and NE San Rafael	**Unsignalized**		≤ 25	Yes	1	1	Collector	7,511	Yes	Yes	Curb Extensions	≤ 25	No	1	arked Cente	Local		Yes	Yes	
15	NE Hancock and NE Rodney	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	No	No		≤ 25	No	1	arked Cente	Local		Yes	No	
16	NE Hancock and NE 1st	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	No	No		≤ 25	No	1	arked Cente	Local		No	No	
17	NE Hancock and NE Victoria	**Unsignalized**		≤ 25	No	1	arked Cente	Local	800	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	No	
18	NE Weidler and NE Victoria	**Signalized**	Permissive Turns	30	Yes	4	3	Arterial	15,310	Yes	Yes		≤ 25	Yes	3	3	Local		Yes	Yes	
19	NE Weidler and NE 1st	**Unsignalized**		30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
20	NE Weidler and NE 2nd	**Signalized**		30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	No	2	1	Local		Yes	Yes	
21	NE Broadway and NE 2nd	**Signalized**		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	2	1	Local		Yes	Yes	
22	NE Broadway and NE 1st	**Unsignalized**		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
23	NE Broadway and NE Victoria	**Signalized**		30	Yes	4	4+	Arterial	16,078	Yes	Yes		≤ 25	No	2	2	Local		Yes	Yes	
24	NE 2nd and NE Schuyler	**Unsignalized**		≤ 25	No	1	arked Cente	Local		Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
25	NE Hancock and NE 2nd	**Unsignalized**		≤ 25	No	1	arked Cente	Local		No	Yes		≤ 25	No	1	arked Cente	Local		No	Yes	
26	NE Rodney and NE San Rafael	**Unsignalized**		≤ 25	No	1	arked Cente	Local		Yes	No		≤ 25	No	1	arked Cente	Local		Yes	No	
27	NE Weidler and N Wheeler	**Unsignalized**		30	Yes	4	4+	Arterial	15,310	Yes	Yes		≤ 25	No	1	arked Cente	Local		Yes	Yes	
28	N Weidler and N Broadway	**Signalized**		30	Yes	3	3	Arterial	16,078	Yes	Yes		30	Yes	1	1	Arterial		Yes	Yes	
29	N Braodway and N Benton (EB) Override m	**Signalized**	>6 lane crossing	30	Yes	7	4+	Arterial	13,025	Yes	Yes		≤ 25	No	3	2	Local		Yes	Yes	
30	N Broadway and N Larrabee (EB)	**Signalized**		30	No	6	4+	Arterial	13,025	Yes	Yes		30	No	4	3	Arterial		Yes	Yes	

SEG-EXISTING

ID	SEGMENT NAME	Posted Speed	Thru Lanes / Direction	Total Lanes (Both Directions)	Sidewalk Condition	Effective Sidewalk Width	Buffer Type	Buffer Width	Total Ped Buffering Width	Land Use	Parking Lane Adjacent to Bike Lane	Parking Lane Width	Marked Bike Lane	Bike Lane Width	Frequent Bike Lane Blockage	R-Turn Lane Configuration	R-Turn Lane Length	R-Turn Bike Lane Approach Alignment	Vehicle Turning Speed	Bikes Make L-Turns?	L-Turn Lane Configuration
1	**N Flint: Tilamook to Broadway**	≤ 25	Unmarked Centerline	2	Fair	≥6	No Buffer		8	hborhood Comme	Yes	8	No			No RT Lane				No	No LT Lane
2	**Broadway: Flint to Wheeler**	30	3	3	Fair	≥6	No Buffer		7	)ffices/Office Park	No		Yes	7	No	No RT Lane				No	No LT Lane
3	**Broadway: Wheeler to Ross**	30	3	4	Fair	≥6	Solid		7	)ffices/Office Park	No		Yes	7	No	No RT Lane				No	Single
4	**Broadway: Ross to Benton**	30	3	4	Fair	≥6	Solid		7	)ffices/Office Park	No		Yes	7	No	No RT Lane				No	Single
5	**Broadway: Benton to Larabee**	30	2	4	Fair	≥6	Solid		5	)ffices/Office Park	No		Yes	5	No	Single	≤150	Left (Lane Drop)	≤20	Yes	LT Bike Box
6	**Vancouver: Hancock to Broadway**	30	2	2	Poor	5 to 6	No Buffer		8	Fwy Interchange	No		Yes	8	No	No RT Lane				No	No LT Lane
7	**Vancouver: Broadway to Weidler**	30	4+	5	Fair	≥6	No Buffer		11	)ffices/Office Park	No		Yes	11	No	No RT Lane				No	Dual
8	**Vancouver: Weidler to Center St**	30	3	3	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes	5	No	No RT Lane				No	No LT Lane
9	**Vancouver: Center St to Winning Way**	30	3	3	Fair	≥6	Solid	4	10	)ffices/Office Park	No		Yes	6	No	No RT Lane				No	Single
10	**Vancouver: Winning Way to bike lane end (SB)**	30	2	3	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes	8	No	No RT Lane				No	No LT Lane
11	**Williams: Winning Way to Weidler**	≤ 25	2	2	Fair	≥6	No Buffer		13	)ffices/Office Park	Yes	8	Yes	5	No	Single	≤150	Straight	≤15	No	No LT Lane
12	**Williams: Weidler to Broadway**	≤ 25	3	3	Poor	≥6	No Buffer		8	Fwy Interchange	No		Yes	8	No	Single	>150	Straight	≤15	No	No LT Lane
13	**Williams: Broadway to Hancock**	≤ 25	2	2	Poor	≥6	Solid	4	14	Fwy Interchange	No	0	Yes	10	No	Single	>150	Straight	≤15	No	No LT Lane
14	**Williams: Hancock to San Rafael**	≤ 25	1	2	Fair	≥6	No Buffer		19	hborhood Comme	Yes	7	Yes	12	No	No RT Lane				No	No LT Lane
15	**Williams: San Rafael to Tillamook**	≤ 25	1	3	Fair	≥6	No Buffer		19	hborhood Comme	Yes	7	Yes	12	No	No RT Lane				No	No LT Lane
16	**Hancock: Rodney to 1st**	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
17	**Hancock: 1st to Victoria**	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
18	**Hancock: Victoria to Williams**	≤ 25	Unmarked Centerline	2	Fair	≥6	No Buffer		7	Residential	Yes	7	No			No RT Lane				Yes	
19	**Rodney: Tillamook to San Rafael**	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
20	**Hancock: 2nd to 1st**	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
21	**2nd: Hancock to Schuyler**	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	4	11	Residential	Yes	7	No			No RT Lane				Yes	
22	**2nd: Schuyler to Broadway**	≤ 25	Unmarked Centerline	2	Fair	≥6	Landscape	4	11	Residential	Yes	7	No			No RT Lane				Yes	
23	**2nd: Broadway to Weidler**	≤ 25	Unmarked Centerline	2	Fair	≥6	Solid	4	11	auto-oriented cor	Yes	7	No			No RT Lane				Yes	
24	**Weidler: 2nd to 1st**	30	4+	4	Fair	≥6	No Buffer		6	auto-oriented cor	No		Yes	6	No	No RT Lane				No	
25	**Weidler: 1st to Victoria**	30	4+	4	Fair	≥6	No Buffer		5	auto-oriented cor	No		Yes	5	No	No RT Lane				No	
26	**Weidler: Victoria to Williams**	30	3	3	Fair	≥6	No Buffer		6	Fwy Interchange	No		Yes	6	No	No RT Lane				No	
27	**Broadway: Williams to Victoria**	30	2	4	Fair	≥6	No Buffer		6.5	auto-oriented cor	No		Yes	6.5	No	Dual	>150	Straight	≤15	No	
28	**Broadway: Victoria to 1st**	30	4+	4	Fair	≥6	Solid	4	10.5	auto-oriented cor	No		Yes	6.5	No	No RT Lane				No	
29	**Broadway: 1st to 2nd**	30	4+	4	Fair	≥6	No Buffer		6.5	auto-oriented cor	No		Yes	6.5	No	No RT Lane				No	
30	**Weidler: Vancouver to Wheeler**	30	3	4	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes	5	No	Single	>150	Straight	≤20	No	
31	**Weidler: Wheeler to Ross**	30	3	3	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes	5	No	No RT Lane				No	
32	**Weidler: Ross to Benton**	30	3	3	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes	5	No	No RT Lane				No	
33	**Weidler: Benton to Larrabee**	30	3	4	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes	5	No	No RT Lane				No	
34	**Vancouver: bike lane end to Multnomah(SB)**	30	2	3	Fair	≥6	Solid	4	14	)ffices/Office Park	Yes	10	No		No	Single	>150	Straight	≤15	Yes	No LT Lane
35	**Vancouver: Multnomah to Winning Way (NB)**	30	2	3	No Sidewalk				7	)ffices/Office Park	No		Yes	7	No	No RT Lane				No	No LT Lane
36	**Broadway: Williams to Vancouver**	30	3	4	Fair	≥6	No Buffer		5	Fwy Interchange	No		Yes	5	No	No RT Lane				No	
37	Weidler: Williams to Vancouver	30	3	3	Fair	≥6	Solid	4	10	)ffices/Office Park	No		Yes	6	No	No RT Lane				Yes	LT Bike Box
38	Broadway: Vancouver to Flint	30	3	3	Fair	≥6	Solid	3	10	)ffices/Office Park	No		Yes	7	No	No RT Lane				No	

ID	SEGMENT NAME	Sidewalk Condition LTS	Physical Buffer LTS	Buffer Width LTS	Land Use LTS	FINAL SEGMENT PED LTS	Segment Bike LTS	Intersection Approach Bike LTS	LT Bike LTS	FINAL SEGMENT BIKE LTS
1	N Flint: Tilamook to Broadway	1	2	2	1	2	1	1	N/A	1
2	Broadway: Flint to Wheeler	1	3	2	1	3	1	1	N/A	1
3	Broadway: Wheeler to Ross	1	2	3	1	3	1	1	N/A	1
4	Broadway: Ross to Benton	1	2	3	1	3	1	1	N/A	1
5	Broadway: Benton to Larabee	1	2	3	1	3	3	4	1	4
6	Vancouver: Hancock to Broadway	3	3	2	4	4	1	1	N/A	1
7	Vancouver: Broadway to Weidler	1	3	2	1	3	1	1	N/A	1
8	Vancouver: Weidler to Center St	1	2	2	1	2	3	3	N/A	3
9	Vancouver: Center St to Winning Way	1	2	2	1	2	3	3	N/A	3
10	Vancouver: Winning Way to bike lane end (S	1	2	2	1	2	1	1	N/A	1
11	Williams: Winning Way to Weidler	1	2	1	1	2	3	2	N/A	3
12	Williams: Weidler to Broadway	2	2	2	4	4	1	3	N/A	3
13	Williams: Broadway to Hancock	2	2	1	4	4	1	3	N/A	3
14	Williams: Hancock to San Rafael	1	2	1	1	2	1	1	N/A	1
15	Williams: San Rafael to Tillamook	1	2	1	1	2	1	1	N/A	1
16	Hancock: Rodney to 1st	1	1	1	1	1	1	1		1
17	Hancock: 1st to Victoria	1	1	1	1	1	1	1		1
18	Hancock: Victoria to Williams	1	2	2	1	2	1	1		1
19	Rodney: Tillamook to San Rafael	1	1	1	1	1	1	1		1
20	Hancock: 2nd to 1st	1	1	1	1	1	1	1		1
21	2nd: Hancock to Schuyler	1	1	1	1	1	1	1		1
22	2nd: Schuyler to Broadway	1	1	1	1	1	1	1		1
23	2nd: Broadway to Weidler	1	2	1	3	3	1	1		1
24	Weidler: 2nd to 1st	1	3	3	3	3	3	3		3
25	Weidler: 1st to Victoria	1	3	3	3	3	3	3		3
26	Weidler: Victoria to Williams	1	3	2	4	4	3	3		3
27	Broadway: Williams to Victoria	1	3	3	3	3	3	4		4
28	Broadway: Victoria to 1st	1	2	2	3	3	3	3		3
29	Broadway: 1st to 2nd	1	3	3	3	3	3	3		3
30	Weidler: Vancouver to Wheeler	1	2	3	1	3	3	3		3
31	Weidler: Wheeler to Ross	1	2	2	1	2	3	3		3
32	Weidler: Ross to Benton	1	2	2	1	2	3	3		3
33	Weidler: Benton to Larrabee	1	2	3	1	3	3	3		3
34	Vancouver: bike lane end to Multnomah(SB)	1	2	2	1	2	4	3	3	4
35	Vancouver: Multnomah to Winning Way (NB	4		2	1	4	1	1	N/A	1
36	Broadway: Williams to Vancouver	1	3	3	4	4	3	3		3
37	Weidler: Williams to Vancouver	1	2	2	1	2	3	3	1	3
38	Broadway: Vancouver to Flint	1	2	2	1	2	1	1		1

ID	SEGMENT NAME	Posted Speed	Thru Lanes / Direction	Total Lanes (Both Directions)	Sidewalk Condition	Effective Sidewalk Width	Buffer Type	Buffer Width	Total Ped Buffering Width	Land Use	Parking Lane Adjacent to Bike Lane	Parking Lane Width	Marked Bike Lane	Bike Lane Width	Frequent Bike Lane Blockage	R-Turn Lane Configuration	R-Turn Lane Length	R-Turn Bike Lane Approach Alignment	Vehicle Turning Speed	Bikes Make L-Turns?	L-Turn Lane Configuration
1	**N Flint: Tilamook to Broadway**	≤ 25	Unmarked Centerline	1	Fair	≥6	No Buffer		8	hborhood Comm	Yes	8	No			No RT Lane				No	No LT Lane
2	**Broadway: Flint to Wheeler**	30	3	2	Fair	≥6	Solid		7	)ffices/Office Park	No		Yes - Physically Sepa	7	No	No RT Lane				No	No LT Lane
3	**Broadway: Wheeler to Ross**	30	3	3	Fair	≥6	Solid		7	)ffices/Office Park	No		Yes - Physically Sepa	7	No	No RT Lane				No	Single
4	**Broadway: Ross to Benton**	30	3	3	Fair	≥6	Solid		7	)ffices/Office Park	No		Yes - Physically Sepa	7	No	No RT Lane				No	Single
5	**Broadway: Benton to Larabee**	30	2	3	Fair	≥6	Solid		5	)ffices/Office Park	No		Yes - Physically Sepa	5	No	Single	≤150	Left (Lane Drop)	≤20	Yes	LT Bike Box
6	**Vancouver: Hancock to Broadway**	30	2	1	Poor	5 to 6	No Buffer		8	Fwy Interchange	No		Yes	8	No	No RT Lane				No	No LT Lane
7	**Vancouver: Broadway to Weidler**	30	4+	4	Fair	≥6	Solid		11	)ffices/Office Park	No		Yes	11	No	No RT Lane				No	Dual
8	**Vancouver: Weidler to Center St**	30	3	2	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes	5	No	No RT Lane				No	No LT Lane
9	**Vancouver: Center St to Winning Way**	30	3	2	Fair	≥6	Solid	4	10	)ffices/Office Park	No		Yes	6	No	No RT Lane				No	Single
10	**ncouver: Winning Way to bike lane end (**	30	2	2	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes	8	No	No RT Lane				No	No LT Lane
11	**Williams: Winning Way to Weidler**	≤ 25	2	1	Fair	≥6	No Buffer		13	)ffices/Office Park	Yes	8	Yes	5	No	Single	≤150	Straight	≤15	No	No LT Lane
12	**Williams: Weidler to Broadway**	≤ 25	3	2	Poor	≥6	No Buffer		8	Fwy Interchange	No		Yes	8	No	Single	>150	Straight	≤15	No	No LT Lane
13	**Williams: Broadway to Hancock**	≤ 25	2	1	Poor	≥6	Solid	4	14	Fwy Interchange	No	0	Yes	10	No	Single	>150	Straight	≤15	No	No LT Lane
14	**Williams: Hancock to San Rafael**	≤ 25	1	1	Fair	≥6	No Buffer		19	hborhood Comm	Yes	7	Yes	12	No	No RT Lane				No	No LT Lane
15	**Williams: San Rafael to Tillamook**	≤ 25	1	2	Fair	≥6	No Buffer		19	hborhood Comm	Yes	7	Yes	12	No	No RT Lane				No	No LT Lane
16	**Hancock: Rodney to 1st**	≤ 25	Unmarked Centerline	1	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
17	**Hancock: 1st to Victoria**	≤ 25	Unmarked Centerline	1	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
18	**Hancock: Victoria to Williams**	≤ 25	Unmarked Centerline	1	Fair	≥6	No Buffer		7	Residential	Yes	7	No			No RT Lane				Yes	
19	**Rodney: Tillamook to San Rafael**	≤ 25	Unmarked Centerline	1	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
20	**Hancock: 2nd to 1st**	≤ 25	Unmarked Centerline	1	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No			No RT Lane				Yes	
21	**2nd: Hancock to Schuyler**	≤ 25	Unmarked Centerline	1	Fair	≥6	ndscape w Tre	4	11	Residential	Yes	7	No			No RT Lane				Yes	
22	**2nd: Schuyler to Broadway**	≤ 25	Unmarked Centerline	1	Fair	≥6	Landscape	4	11	Residential	Yes	7	No			No RT Lane				Yes	
23	**2nd: Broadway to Weidler**	≤ 25	Unmarked Centerline	1	Fair	≥6	Solid	4	11	)ffices/Office Park	Yes	7	No			No RT Lane				Yes	
24	**Weidler: 2nd to 1st**	30	4+	3	Fair	≥6	Solid		6	)ffices/Office Park	No		Yes - Physically Sepa	6	No	No RT Lane				No	
25	**Weidler: 1st to Victoria**	30	4+	3	Fair	≥6	Solid		5	)ffices/Office Park	No		Yes - Physically Sepa	5	No	No RT Lane				No	
26	**Weidler: Victoria to Williams**	30	3	2	Fair	≥6	Solid		6	Fwy Interchange	No		Yes - Physically Sepa	6	No	No RT Lane				No	
27	**Broadway: Williams to Victoria**	30	2	3	Fair	≥6	Solid		6.5	)ffices/Office Park	No		Yes - Physically Sepa	6.5	No	Dual	>150	Straight	≤15	No	
28	**Broadway: Victoria to 1st**	30	4+	3	Fair	≥6	Solid	4	10.5	)ffices/Office Park	No		Yes - Physically Sepa	6.5	No	No RT Lane				No	
29	**Broadway: 1st to 2nd**	30	4+	3	Fair	≥6	Solid		6.5	)ffices/Office Park	No		Yes - Physically Sepa	6.5	No	No RT Lane				No	
30	**Weidler: Vancouver to Wheeler**	30	3	3	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes - Physically Sepa	5	No	Single	>150	Straight	≤20	No	
31	**Weidler: Wheeler to Ross**	30	3	2	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes - Physically Sepa	5	No	No RT Lane				No	
32	**Weidler: Ross to Benton**	30	3	2	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes - Physically Sepa	5	No	No RT Lane				No	
33	**Weidler: Benton to Larrabee**	30	3	3	Fair	≥6	Solid	4	9	)ffices/Office Park	No		Yes - Physically Sepa	5	No	No RT Lane				No	
34	**ancouver: bike lane end to Multnomah(S**	30	2	2	Fair	≥6	Solid	4	14	)ffices/Office Park	Yes	10	No		No	Single	>150	Straight	≤15	Yes	No LT Lane
35	**ncouver: Multnomah to Winning Way (N**	30	2	2	No Sidewalk				7	)ffices/Office Park	No		Yes	7	No	No RT Lane				No	No LT Lane
36	**Broadway: Williams to Vancouver**	30	3	3	Fair	≥6	Solid		5	Fwy Interchange	No		Yes - Physically Sepa	5	No	No RT Lane				No	
37	Weidler: Williams to Vancouver	30	3	2	Fair	≥6	Solid	4	10	)ffices/Office Park	No		Yes - Physically Sepa	6	No	No RT Lane				Yes	LT Bike Box
38	Broadway: Vancouver to Flint	30	3	2	Fair	≥6	Solid	3	10	)ffices/Office Park	No		Yes - Physically Sepa	7	No	No RT Lane				No	

ID	SEGMENT NAME	Sidewalk Condition LTS	Physical Buffer LTS	Buffer Width LTS	Land Use LTS	FINAL SEGMENT PED LTS	Segment Bike LTS	Intersection Approach Bike LTS	LT Bike LTS	FINAL SEGMENT BIKE LTS
1	N Flint: Tilamook to Broadway	1	2	2	1	2	1	1	N/A	1
2	Broadway: Flint to Wheeler	1	2	2	1	2	1	1	N/A	1
3	Broadway: Wheeler to Ross	1	2	2	1	2	1	1	N/A	1
4	Broadway: Ross to Benton	1	2	2	1	2	1	1	N/A	1
5	Broadway: Benton to Larabee	1	2	2	1	2	1	4	1	4
6	Vancouver: Hancock to Broadway	3	3	2	4	4	1	1	N/A	1
7	Vancouver: Broadway to Weidler	1	2	2	1	2	1	1	N/A	1
8	Vancouver: Weidler to Center St	1	2	2	1	2	3	3	N/A	3
9	Vancouver: Center St to Winning Way	1	2	1	1	2	3	3	N/A	3
10	Vancouver: Winning Way to bike lane end (S	1	2	1	1	2	1	1	N/A	1
11	Williams: Winning Way to Weidler	1	2	1	1	2	3	2	N/A	3
12	Williams: Weidler to Broadway	2	2	2	4	4	1	3	N/A	3
13	Williams: Broadway to Hancock	2	2	1	4	4	1	3	N/A	3
14	Williams: Hancock to San Rafael	1	2	1	1	2	1	1	N/A	1
15	Williams: San Rafael to Tillamook	1	2	1	1	2	1	1	N/A	1
16	Hancock: Rodney to 1st	1	1	1	1	1	1	1		1
17	Hancock: 1st to Victoria	1	1	1	1	1	1	1		1
18	Hancock: Victoria to Williams	1	2	2	1	2	1	1		1
19	Rodney: Tillamook to San Rafael	1	1	1	1	1	1	1		1
20	Hancock: 2nd to 1st	1	1	1	1	1	1	1		1
21	2nd: Hancock to Schuyler	1	1	1	1	1	1	1		1
22	2nd: Schuyler to Broadway	1	1	1	1	1	1	1		1
23	2nd: Broadway to Weidler	1	2	1	1	2	1	1		1
24	Weidler: 2nd to 1st	1	2	2	1	2	1	1		1
25	Weidler: 1st to Victoria	1	2	2	1	2	1	1		1
26	Weidler: Victoria to Williams	1	2	2	4	4	1	1		1
27	Broadway: Williams to Victoria	1	2	2	1	2	1	4		4
28	Broadway: Victoria to 1st	1	2	2	1	2	1	1		1
29	Broadway: 1st to 2nd	1	2	2	1	2	1	1		1
30	Weidler: Vancouver to Wheeler	1	2	2	1	2	1	3		3
31	Weidler: Wheeler to Ross	1	2	2	1	2	1	1		1
32	Weidler: Ross to Benton	1	2	2	1	2	1	1		1
33	Weidler: Benton to Larrabee	1	2	2	1	2	1	1		1
34	Vancouver: bike lane end to Multnomah(SB)	1	2	1	1	2	4	3	3	4
35	Vancouver: Multnomah to Winning Way (NB	4		2	1	4	1	1	N/A	1
36	Broadway: Williams to Vancouver	1	2	2	4	4	1	1		1
37	Weidler: Williams to Vancouver	1	2	1	1	2	1	1	1	1
38	Broadway: Vancouver to Flint	1	2	1	1	2	1	1		1

ID	SEGMENT NAME	Posted Speed	Thru Lanes / Direction	Total Lanes (Both Directions)	Sidewalk Condition	Effective Sidewalk Width	Buffer Type	Buffer Width	Total Ped Buffering Width	Land Use	Parking Lane Adjacent to Bike Lane	Parking Lane Width	Marked Bike Lane	Bike Lane Width	Frequent Bike Lane Blockage	R-Turn Lane Configuration	R-Turn Lane Length	R-Turn Bike Lane Approach Alignment	Vehicle Turning Speed	Bikes Make L-Turns?	L-Turn Lane Configuration
1	N Flint: HANCOCK to Broadway	≤ 25	Unmarked Centerline	2	Fair	≥6	No Buffer		20	hborhood Comm	Yes	8	Yes	12	No	No RT Lane				No	No LT Lane
2	Broadway: Flint to Wheeler	30	3	3	Fair	≥6	Solid	3.5	10	)ffices/Office Park	No		Yes - Physically Sepa	6.5	No	No RT Lane				No	No LT Lane
3	Broadway: Wheeler to Ross	30	3	4	Fair	≥6	Solid	3.5	11	)ffices/Office Park	No		Yes - Physically Sepa	7.5	No	No RT Lane				No	Single
4	Broadway: Ross to Benton	30	3	4	Fair	≥6	Solid	3.5	11.5	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	Single
5	Broadway: Benton to Larabee	30	2	4	Fair	≥6	Solid	3.5	11.5	)ffices/Office Park	No		Yes - Physically Sepa	8	No	Single	≤150	Left (Lane Drop)	≤20	Yes	LT Bike Box
6	Vancouver: Hancock to Broadway	30	2	2	Fair	≥6	Solid	4	14	:s and Public Facil	No		Yes - Physically Sepa	10	No	No RT Lane				No	No LT Lane
7	Vancouver: Broadway to Weidler	30	4+	5	Fair	≥6	No Buffer		11	)ffices/Office Park	No		Yes	11	No	No RT Lane				No	Dual
8	Vancouver: Weidler to Center St	30	3	3	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes	8	No	No RT Lane				No	No LT Lane
9	Vancouver: Center St to Winning Way	30	3	3	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes	8	No	No RT Lane				No	Single
10	ncouver: Winning Way to bike lane end (	30	2	3	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	No LT Lane
11	Williams: Winning Way to Weidler	≤ 25	2	2	Fair	≥6	Landscape	4	20	)ffices/Office Park	Yes	8	hysically Sepa	8	No	No RT Lane				No	No LT Lane
12	Williams: Weidler to Broadway	≤ 25	3	3	Fair	≥6	Landscape	5.5	19.5	)ffices/Office Park	No		Yes - Physically Sepa	14	No	No RT Lane				No	No LT Lane
13	Williams: Broadway to Hancock	≤ 25	2	2	Fair	≥6	Solid	3	17	hborhood Comm	No	0	Yes	14	No	No RT Lane				No	No LT Lane
14	Williams: Hancock to San Rafael	≤ 25	1	2	Fair	≥6	No Buffer		15	hborhood Comm	Yes	7	Yes	8	No	No RT Lane				No	No LT Lane
15	Williams: San Rafael to Tillamook	≤ 25	1	3	Fair	≥6	No Buffer		15	hborhood Comm	Yes	7	Yes	8	No	No RT Lane				No	No LT Lane
16	Hancock: Rodney to 1st	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No		No	No RT Lane				Yes	
17	Hancock: 1st to Victoria	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No		No	No RT Lane				Yes	
18	Hancock: Victoria to Williams	≤ 25	Unmarked Centerline	2	Fair	≥6	No Buffer		7	Residential	Yes	7	No		No	No RT Lane				Yes	
19	Rodney: Tillamook to San Rafael	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No		No	No RT Lane				Yes	
20	Hancock: 2nd to 1st	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	3	10	Residential	Yes	7	No		No	No RT Lane				Yes	
21	2nd: Hancock to Schuyler	≤ 25	Unmarked Centerline	2	Fair	≥6	ndscape w Tre	4	11	Residential	Yes	7	No		No	No RT Lane				Yes	
22	2nd: Schuyler to Broadway	≤ 25	Unmarked Centerline	2	Fair	≥6	Landscape	4	11	Residential	Yes	7	No		No	No RT Lane				Yes	
23	2nd: Broadway to Weidler	≤ 25	Unmarked Centerline	2	Fair	≥6	Solid	4	11	)ffices/Office Park	Yes	7	No		No	No RT Lane				Yes	
24	Weidler: 2nd to 1st	30	4+	4	Fair	≥6	Solid		8	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	
25	Weidler: 1st to Victoria	30	4+	4	Fair	≥6	Solid		5	)ffices/Office Park	No		Yes - Physically Sepa	5	No	No RT Lane				No	
26	Weidler: Victoria to Williams	30	3	3	Fair	≥6	Solid	4	12	Fwy Interchange	No		Yes - Physically Sepa	8	No	No RT Lane				No	
27	Broadway: Williams to Victoria	30	2	4	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes - Physically Sepa	8	No	Dual	>150	Straight	≤15	No	
28	Broadway: Victoria to 1st	30	4+	4	Fair	≥6	Solid	4	10.5	)ffices/Office Park	No		Yes - Physically Sepa	6.5	No	No RT Lane				No	
29	Broadway: 1st to 2nd	30	4+	4	Fair	≥6	No Buffer		8	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	
30	Weidler: Vancouver to Wheeler	30	3	4	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	
31	Weidler: Wheeler to Ross	30	3	3	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	
32	Weidler: Ross to Benton	30	3	3	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	
33	Weidler: Benton to Larrabee	30	3	4	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	
34	ancouver: bike lane end to Multnomah(S	30	2	3	Fair	≥6	Solid	4	22	)ffices/Office Park	Yes	10	hysically Sepa	8	No	Single	>150	Straight	≤15	Yes	No LT Lane
35	ncouver: Multnomah to Winning Way (N	30	2	3	Good	4 to 5	No Buffer		8	)ffices/Office Park	No		Yes	8	No	No RT Lane				No	No LT Lane
36	Broadway: Williams to Vancouver	30	3	4	Fair	≥6	Solid	4	12	Fwy Interchange	No		Yes - Physically Sepa	8	No	No RT Lane				No	
37	Weidler: Williams to Vancouver	30	3	3	Fair	≥6	No Buffer		8	)ffices/Office Park	No		Yes - Physically Sepa	8	No	Dual	>150	Straight	≤20	Yes	LT Bike Box
38	Broadway: Vancouver to Flint	30	3	3	Fair	≥6	Solid	4	12	)ffices/Office Park	No		Yes - Physically Sepa	8	No	No RT Lane				No	
39									0						No						
40	Weidler: Ross to Flint								6					6	No						

ID	SEGMENT NAME	Sidewalk Condition LTS	Physical Buffer LTS	Buffer Width LTS	Land Use LTS	FINAL SEGMENT PED LTS	Segment Bike LTS	Intersection Approach Bike LTS	LT Bike LTS	FINAL SEGMENT BIKE LTS
1	N Flint: HANCOCK to Broadway	1	2	1	1	**2**	1	1	N/A	**1**
2	Broadway: Flint to Wheeler	1	2	2	1	**2**	1	1	N/A	**1**
3	Broadway: Wheeler to Ross	1	2	2	1	**2**	1	1	N/A	**1**
4	Broadway: Ross to Benton	1	2	2	1	**2**	1	1	N/A	**1**
5	Broadway: Benton to Larabee	1	2	2	1	**2**	1	4	1	**4**
6	Vancouver: Hancock to Broadway	1	2	1	1	**2**	1	1	N/A	**1**
7	Vancouver: Broadway to Weidler	1	3	2	1	**3**	1	1	N/A	**1**
8	Vancouver: Weidler to Center St	1	2	2	1	**2**	1	1	N/A	**1**
9	Vancouver: Center St to Winning Way	1	2	2	1	**2**	1	1	N/A	**1**
10	Vancouver: Winning Way to bike lane end (S	1	2	2	1	**2**	1	1	N/A	**1**
11	Williams: Winning Way to Weidler	1	1	1	1	**1**	1	1	N/A	**1**
12	Williams: Weidler to Broadway	1	1	1	1	**1**	1	1	N/A	**1**
13	Williams: Broadway to Hancock	1	2	1	1	**2**	1	1	N/A	**1**
14	Williams: Hancock to San Rafael	1	2	1	1	**2**	1	1	N/A	**1**
15	Williams: San Rafael to Tillamook	1	2	1	1	**2**	1	1	N/A	**1**
16	Hancock: Rodney to 1st	1	1	1	1	**1**	1	1		**1**
17	Hancock: 1st to Victoria	1	1	1	1	**1**	1	1		**1**
18	Hancock: Victoria to Williams	1	2	2	1	**2**	1	1		**1**
19	Rodney: Tillamook to San Rafael	1	1	1	1	**1**	1	1		**1**
20	Hancock: 2nd to 1st	1	1	1	1	**1**	1	1		**1**
21	2nd: Hancock to Schuyler	1	1	1	1	**1**	1	1		**1**
22	2nd: Schuyler to Broadway	1	1	1	1	**1**	1	1		**1**
23	2nd: Broadway to Weidler	1	2	1	1	**2**	1	1		**1**
24	Weidler: 2nd to 1st	1	2	3	1	**3**	1	1		**1**
25	Weidler: 1st to Victoria	1	2	3	1	**3**	1	1		**1**
26	Weidler: Victoria to Williams	1	2	2	4	**4**	1	1		**1**
27	Broadway: Williams to Victoria	1	2	2	1	**2**	1	4		**4**
28	Broadway: Victoria to 1st	1	2	2	1	**2**	1	1		**1**
29	Broadway: 1st to 2nd	1	3	3	1	**3**	1	1		**1**
30	Weidler: Vancouver to Wheeler	1	2	2	1	**2**	1	1		**1**
31	Weidler: Wheeler to Ross	1	2	2	1	**2**	1	1		**1**
32	Weidler: Ross to Benton	1	2	2	1	**2**	1	1		**1**
33	Weidler: Benton to Larrabee	1	2	2	1	**2**	1	1		**1**
34	Vancouver: bike lane end to Multnomah(SB)	1	2	1	1	**2**	1	3	3	**3**
35	Vancouver: Multnomah to Winning Way (NB	3	3	2	1	**3**	1	1	N/A	**1**
36	Broadway: Williams to Vancouver	1	2	2	4	**4**	1	1		**1**
37	Weidler: Williams to Vancouver	1	3	2	1	**3**	1	4	1	**4**
38	Broadway: Vancouver to Flint	1	2	2	1	**2**	1	1		**1**
39	0					**0**				**0**
40	Weidler: Ross to Flint					**0**				**0**

reference

Intersection Type	Signal Issues?	Speed	Median Refuge (>=10') or One-Way Street	Total Lanes Crossed	Lanes Crossed/Direction	Classification	ADT	Standard Curb Ramps?	Enhancements?	Sidewalk Condition	Effective Sidewalk Width	Buffer Type	Buffer Width	Total Ped Buffering Width	Land Use	Parking Lane Adjacent to Bike Lane*	Parking Lane Width	Marked Bike Lane*	Bike Lane Width	Frequent Bike Lane Blockage	R-Turn Lane Configuration	R-Turn Lane Length	Bike Lane Approach Alignment	Vehicle Turning Speed	Bikes Make EB/SB LTs?	L-Turn Lane Configuration
Unsignalized	Permissive Turns	≤ 25	Yes		Unmarked Centerline	Collector		Yes	Unsig. Marked Xwalk & Signage	Good	<4	No Buffer			Residential	Yes		Yes		Yes	Single	≤150	Straight	≤15	Yes	Single
Signalized	No Countdown Ped Heads	30	No		1	Local		No	RRFB	Fair	4 to 5	Solid			CBD	No		No		No	Dual	>150	Left (Lane Drop)	≤20	No	Dual
Over/Underpass	Multiple/Narrow islands	35			2	Arterial			In-Street Signs	Poor	5 to 6	Landscape			Neighborhood Commercial			Yes - Physically Separated			No RT Lane		Bike Signal??	>20		No LT Lane
Single-lane Roundabout	>6 lane crossing	≥ 40			3				Curb Extensions	Very Poor	≥6	Landscape w Trees			Parks and Public Facilities											LT Bike Box
Multi-lane Roundabout	Complex geometry				4+				Raised Xwalk	No Sidewalk		Vertical			Offices/Office Parks											
	Closed Xwalks								Multiple Enhancements						Low Density Development											
															Rural/Unincorporated											
															Strip commercial, mixed employment											
															Light industry											
															Big box/auto-oriented commercial											
															Heavy industry											
															Fwy Interchange											

LTS Definitions:

LTS 1 **(Target within 1/4 mile of schools)**	**Bikes:** Little traffic stress. Suitable for all cyclists, including children (around 10 yrs old) that are trained to safely cross intersections alone and supervising riding parents of younger children. Traffic speeds are low and there is no more than one lane in each direction. Intersections are easy to cross by children and adults. Typical locations include residential local streets and separated bike paths/cycle tracks. **Pedestrians:** Little traffic stress. Suitable for all users including children 10 years or younger, groups of people and people using a wheeled mobility device (WhMD4). The facility is a sidewalk or shared-use path with a buffer between the pedestrian and motor vehicle facility. Pedestrians feel safe and comfortable on the pedestrian facility. Motor vehicles are either far from the pedestrian facility and/or traveling at a low speed and volume. All users are willing to use this facility.
LTS 2 **(Target for most local TSPs)**	**Bikes:** Little traffic stress. Suitable for teen and adult cyclists with adequate bike handling skills. Traffic speeds are slightly higher but speed differentials are still low and roadways can be up to three lanes wide in total for both directions. Intersections are not difficult to cross for most teenagers and adults. Typical locations include collector-level streets with bike lanes or a central business district. **Pedestrians:** Little traffic stress. Suitable for children over 10, teens and adults. All users should be able to use the facility but, some factors may limit people using WhMDs. Sidewalk condition should be good with limited areas of fair condition. Roadways may have higher speeds and/or higher volumes. Most users are willing to use this facility.
LTS 3	**Bikes:** Moderate stress. Suitable for most observant adult cyclists. Traffic speeds are moderate but can be on roadways up to five lanes wide in both directions. Intersections are still perceived to be safe by most adults. Typical locations include low-speed arterials with bike lanes or moderate speed non-multilane roadways. **Pedestrians:** Moderate stress. Suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. This includes higher speed roadways with smaller buffers. Small areas in the facility may be impassable for a person using a WhMD and/or requires the user to travel on the shoulder/bike lane/street. Some users are willing to use this facility.
LTS 4	**Bikes:** High stress. Suitable for experienced and skilled cyclists. Traffic speeds are moderate to high and can be on roadways from two to over five lanes wide in both directions. Intersections can be complex, wide, and or high volume/speed that can be perceived as unsafe by adults and are difficult to cross. Typical locations include high-speed or multilane roadways with narrow or no bike lanes. **Pedestrians:** High stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Typical locations include high speed, multilane roadways with narrow sidewalks and buffers. This also includes facilities with no sidewalk. This could include evident trails next to roads or 'cut through' trails. Only the most confident or trip-purpose driven users will use this facility

Solutions to Decrease LTS Level:

Bikes
* Add bike lanes, buffered bike lanes, raised bike lanes, and bike boulevards
* Add separated bike facilities such as cycle tracks or bike paths
* Safety measures in design, such as couplets, medians, or pedestrian refuges. If four
* Increase width of outside lanes on roadways too narrow for striped bike lanes to
* Paving/widening shoulders or removing parking.
* Reducing the number of lanes through a road diet
* Install road markings (such as sharrows) and way-finding signs.
* Addition of flashing pedestrian beacons (i.e. RRFB's) or mid-block pedestrian hybrid
* Removing or improving barriers, such as providing a safe grade-separated crossing
* Improving the pavement conditions on the shoulders of roadways.
* Adding left-turn bike boxes (see Section 14.4.5 LTS Intersection Approach Criteria
* Adding bike signals to clarify bike movements.
* Reducing speeds, enforcement of speeds limit or education about speed.
*
*
*

Pedestrians:
* Installing pedestrian facilities, or expanding facilities where pedestrian routes exist
* Create paved surfaces where there are trails or worn paths are evident
* Improving the condition of the sidewalk, including limiting vertical change and
* Infilling gaps in sidewalk to create connectivity
* Redesigning roadway to include wider or buffered sidewalks
* Creating a multi-use path on high speed roadway
* Significantly changing the roadway character and reducing speed limit
* Installing additional crossing enhancements at unsignalized crossings (beacons, lighting,
* removing barriers to connectivity
* Redesigning buffer to include trees, large vegetation, and/or street furniture
* Land use changes over time to encourage more pedestrian-scale developments
*
*
*
*
*

SEGMENT LTS

Exhibit 14-3: Bike Lane with Adjacent parking Lane Criteria

Lanes per direction	1			≥ 2	
Bike lane + Parking width	≥ 15	≥ 14	<14	≥ 15	<15
≤ 25	1	2	3	2	3
30	1	2	3	2	3
35	2	3	3	3	3
≥ 40	2	4	4	3	4

Exhibit 14-4: Bike Lane without Adjacent Parking Lane Criteria

Lanes per direction	1				≥ 2	
Bike lane width	≥ 7	≥ 5.5	≤5.5	Frequent Blockage	≥ 7	<7
≤ 30	1	1	2	3	1	3
35	2	3	3	3	2	3
≥ 40	3	4	4	4	3	4

Exhibit 14-5: Urban/Suburban Mixed Traffic Criteria

Lanes per direction	Unmarked Centerline	1	2	≥ 3
≤ 25	1	2	3	4
30	2	3	4	4
≥35	3	4	4	4

Exhibit 14-7: Right Turn lane Criteria

RT lane Configuration	RT lane length (ft)	Bike Lane Approach Alignment	Vehicle Turning Speed	LTS
Single	≤ 150	Straight	≤ 15	2
Single	>150	Straight	<20	3
Single	Any	Left	≤ 15	3
Single or Dual Exclusive/Shared	Any	Any	Any	4

Exhibit 14-8: Left Turn Lane Criteria

Intersection/Crossing LTS

Exhibit 14-9: Unsignalized Intersection Crossing Without a Median Refuge Criteria

Total Lanes Crossed (Both directions)	≤ 3	4-5	≥6
≤ 25	1	2	4
30	1	2	4
35	2	3	4
≥ 40	3	4	4

Exhibit 14-10: Unsignalized Intersection Crossing With a Median Refuge Criteria

	Max Through/Turn Lanes Crossed per Direction		
Speed	1	2-3	4+
≤ 25	1	1	2
30	1	2	3
35	2	3	4
≥ 40	3	4	4

Exhibit 14-20 Collector & Local Unsignalized Intersection Crossing

Exhibit 14-20 Collector & Local Unsignalized Intersection Crossing [1, 2, 3, 4]

Prevailing Speed or Speed Limit (mph)	No Median Refuge		Median Refuge Present
	Total Lanes Crossed		Maximum One Through/Turn Lane Crossed per Direction
	1 Lane	2 Lanes	
≤ 25	PLTS 1	PLTS 1	PLTS 1[5]
30	PLTS 1	PLTS 2	PLTS 1
35	PLTS 2	PLTS 2	PLTS 2
≥ 40	PLTS 3	PLTS 3	PLTS 3

[1]For street being crossed.
[2]Minimum PLTS 3 when crossing lacks standard ramps.
[3]Use Exhibit 14-23 or 14-24 for one-way streets, when ADT exceeds 5,000, or total number of lanes exceeds two.
[4]Street may be considered a one-lane road when no centerline is striped and when oncoming vehicles commonly yield to each other.
[5]Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.

Exhibit 14-21 Arterial Unsignalized Intersection Crossing Without a Median Refuge [1, 2]

Prevailing Speed or Speed Limit (mph)	Total Lanes Crossed (Both Directions)[3]					
	2 Lanes			3 Lanes		
	<5,000 vpd	5,000-9,000 vpd[4]	>9,000 vpd	<8,000 vpd	8,000-12,000 vpd[4]	>12,000 vpd

Lanes crossed	0	1	≥2	Dual shared or exclusive left turn lane
≤ 25	2	2	3	4
30	2	3	4	4
≥35	3	4	4	4

Exhibit 14-16: Sidewalk Condition

	Sidewalk Condition				
Sidewalk Width	Good	Fair	Poor	Very Poor	No sidewalk
<4	4	4	4	4	4
≥4-5	3	3	3	4	4
≥5	2	2	3	4	4
≥6	1	1	2	3	4

Exhibit 14-17: Sidewalk Condition

	Prevailing or Posted Speed			
Buffer Type	≤ 25	30	35	≥ 40
No Buffer (Curb Tight)	2	3	3	4
Solid Surface	2	2	2	2
Landscaped	1	2	2	2
Landscaped w Trees	1	1	1	2
Vertical	1	1	1	2

Exhibit 14-18: Total Buffering Width

	Total Buffering Width (ft)				
Total Travel Lanes (Both Directions)	<5	≥5 - <10	≥10 - <15	≥15 - <25	25
<4	2	2	1	1	1
≥4-5	3	2	2	1	1
≥5	4	3	2	1	1
≥6	4	4	3	2	2

Exhibit 14-19: General Land Use

PLTS	Overall Land Use
1	Residential, central business districts, neighborhood commercial, parks and other public facilities, governmental buildings/plazas, offices/office parks
2	Low density development, rural subdivisions,
3	light industrial, big-box/auto-oriented commercial
4	heavy industrial, intermodal facilities, freeway interchanges

≤ 25	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 4
30	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 3	PLTS 4
35	PLTS 3	PLTS 3	PLTS 4	PLTS 3	PLTS 4	PLTS 4
≥ 40	PLTS 3	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4

[1]For street being crossed.
[2]Minimum PLTS 3 when crossing lacks standard ramps.
[3]For one-way streets, use Exhibit 14-10 and 14-24. Use PLTS 4 for crossings of four or more lanes.
[4]Use these columns when ADT volumes are not available

Exhibit 14-22 Adjustments for Crosswalk Enhancements

Treatment	Deduction	Treatment	Deduction
Markings[1]	0.5	In-street signs	1.0
Roadside signage[1]	0.5	Curb extensions	0.5
Lighting	0.5	Raised crosswalk	1.0
RRFB	1.0		

[1]Not applicable for roadways with pedestrian median refuges as crosswalk markings and roadside signage assumed as part of the basic installation.

Exhibit 14-23 Arterial Unsignalized Intersection Crossing (1 to 2 lanes) with a Median Refuge [1, 2]

Prevailing Speed or Speed Limit (mph)	Maximum Through/Turn Lanes Crossed per Direction			
	1 Lane	2 Lanes		
	Any	<5,000 vpd	5,000-9,000 vpd[4]	>9,000 vpd
≤ 25	PLTS 1[3]	PLTS 1[3]	PLTS 2	PLTS 2
30	PLTS 2	PLTS 2	PLTS 2	PLTS 2
35	PLTS 2	PLTS 2	PLTS 2	PLTS 3
≥ 40	PLTS 3	PLTS 3	PLTS 3	PLTS 4

[1]For street being crossed.
[2]Minimum PLTS 3 when crossing lacks standard ramps.
[3]Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.
[4]Use these columns when ADT volumes are not available.

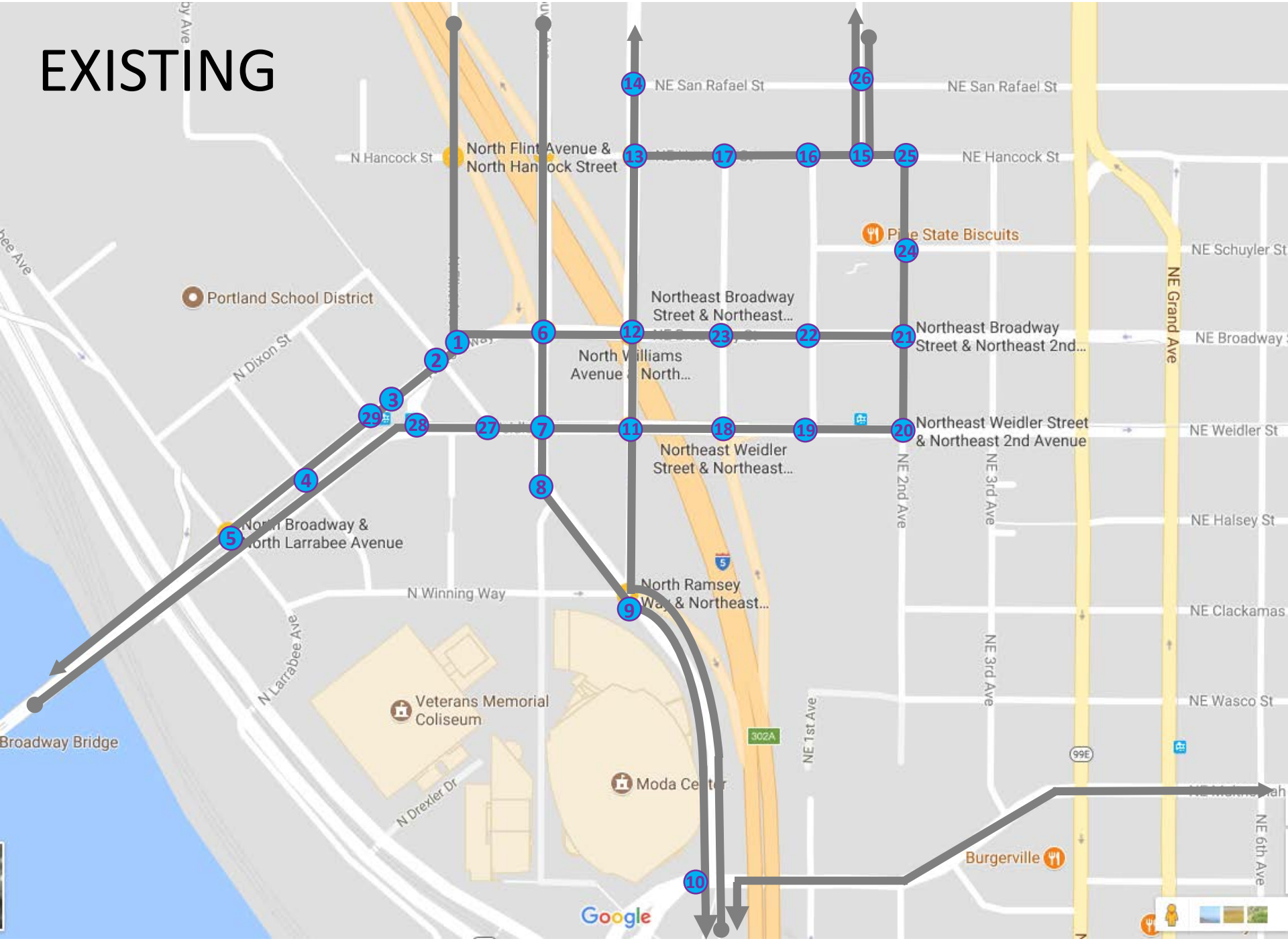
Exhibit 14-24 Arterial Unsignalized Intersection Crossing (3 or more lanes) with a Median Refuge [1, 2]

Prevailing Speed or Speed Limit (mph)	Maximum Through/Turn Lanes Crossed per Direction			
	3 Lanes			4+ Lanes
	<8,000 vpd	8,000-12,000 vpd[4]	>12,000 vpd	Any
≤ 25	PLTS 1[3]	PLTS 2	PLTS 3	PLTS 4
30	PLTS 2	PLTS 2	PLTS 3	PLTS 4
35	PLTS 3	PLTS 3	PLTS 4	PLTS 4
≥ 40	PLTS 4	PLTS 4	PLTS 4	PLTS 4

[1]For street being crossed.
[2]Minimum PLTS 3 when crossing lacks standard ramps.
[3]Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.
[4]Use these columns when ADT volumes are not available.

Street Name	Segment		Direction	Bike Lane Width (ft)		Sidewalk Width (ft)		Notes
	From	To		Existing	Proposed	Existing	Proposed	
Broadway	Ross	Wheeler	WB Lt	N/A	No Change	27	No Change	
			WB Rt	7.5	No Change	11.5	No Change	
	Wheeler	Flint	WB Lt	N/A	No Change	21	No Change	
			WB Rt	6.5	No Change	12	No Change	
	Flint	SB Exit Ramp/Vancouver	WB Lt	N/A	No Change	21 to 12	No Change	
			WB Rt	7	8	10	No Change	
	SB Exit Ramp/Vancouver	Williams	WB Lt	N/A	No Change	10 to 7	12	
			WB Rt	5	8	7	12	
	Williams	Victoria	WB Lt	N/A	No Change	12 to 8	12	
			WB Rt	6.5	8	8	12	
	Victoria	1st Ave	WB Lt	N/A	No Change	8	No Change	
			WB Rt	6.5	No Change	12	No Change	
Weidler	Ross	Flint	EB Lt	N/A	No Change	12	No Change	
			EB Rt	5	5 to 6	12	No Change	
	Flint	Vancouver/Wheeler	EB Lt	N/A	No Change	12	10.5 to 8.5	
			EB Rt	5	8	12	12	
	Vancouver/Wheeler	Williams/SB Entrance Ramp	EB Lt	N/A	No Change	6	8	
			EB Rt	6	8	12	8	
	Williams/SB Entrance Ramp	Victoria/NB Exit Ramp	EB Lt	N/A	No Change	8	12	
			EB Rt	5	8	7	12	
	Victoria/NB Exit Ramp	1st Ave	EB Lt	N/A	No Change	12	9 to 12	Sidewalk can be 12' if taking ROW
			EB Rt	5	No Change	8	No Change	
Vancouver	Hancock	Broadway	SB Lt	N/A	10 (3' buffer)	7	12	Assumes City has already shifted bike lane to the left on Vancouver
			SB Rt	8.5 to Shared w/ Bus	N/A	6	12 (Stops at Hancock)	Don't want to provide sidewalk between Hancock and SB Exit ramp
	Broadway	Weidler	SB Lt	N/A	N/A	8	8	
			SB Rt	11 Shared w/ Bus	11 Shared w/ Bus	6 to 8	6 to 8	
Williams	Hancock	Broadway	NB Lt	10	N/A	9	No Change	Existing 2' bike lane buffer left and right
			NB Rt	N/A	14	12	9	23' total, narrower at Bus Stop
	Broadway	Weidler	NB Lt	N/A	N/A	8	12	
			NB Rt	8	N/A	8	N/A	
			Median	N/A	14	N/A	10	36' wide median, 5.5' wide planters on both sides, two way bike and ped
			SB Lt	N/A	N/A	N/A	12	
	Weidler	Ramsey (Winning)	NB Lt	N/A	No Change	8	8 into woonerf	42' wide woonerf for Bus, Bike and Ped only - city assumes no turnaround needed
			NB Rt	5	8 into woonerf	8	12 into woonerf	for cars or delivery trucks as they will access Madrona off Wheeler
Victoria	Hancock	Broadway	SB	N/A	No Change	10 to 12	No Change	
			NB	N/A	No Change	10 to 12	No Change	
	Broadway	Weidler	NB Lt	N/A	N/A	12	12	Remove Existing Street Parking
			NB Rt	N/A	8	10 to 12	12	
Wheeler	Weidler	Ramsey (Winning)	SB Lt	N/A	No Change	12	12	
			SB Rt	5 to 7	8	12	12	
	Ramsey (Winning)	Multnomah	SB Rt	8	8	11 to 13	No Change	
			NB Rt	7 to 8	8	N/A	4	Or don't provide NB sidewalk and have 3' buffer plus 9' bike lane
Flint	Hancock	Broadway	SB Rt	N/A	No Change	10 to 12	8 to 12	Propose 8' wide on street parallel parking
			NB Rt	N/A	12	8	8	20' total width for Two Way Bike & Ped
Hancock to Dixon	Wheeler	Vancouver	WB Rt	N/A	8	N/A	12	
			EB Rt	N/A	8	N/A	12	
	Vancouver	Williams	WB Rt	N/A	8	10	10	Existing 10' lanes with 8' parking. Propose 10' lanes with 8' bike lane or parking
			EB Rt	N/A	8	9	10	
Clackamas Crossing	2nd Ave	Flint	East/West	N/A	14	N/A	10	24' total for two way bike and ped

EXISTING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Portland School District
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North Larrabee Avenue
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Way & Northeast...
N Winning Way
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NE Clackamas
N Larrabee Ave
NE 3rd Ave
Veterans Memorial
Coliseum
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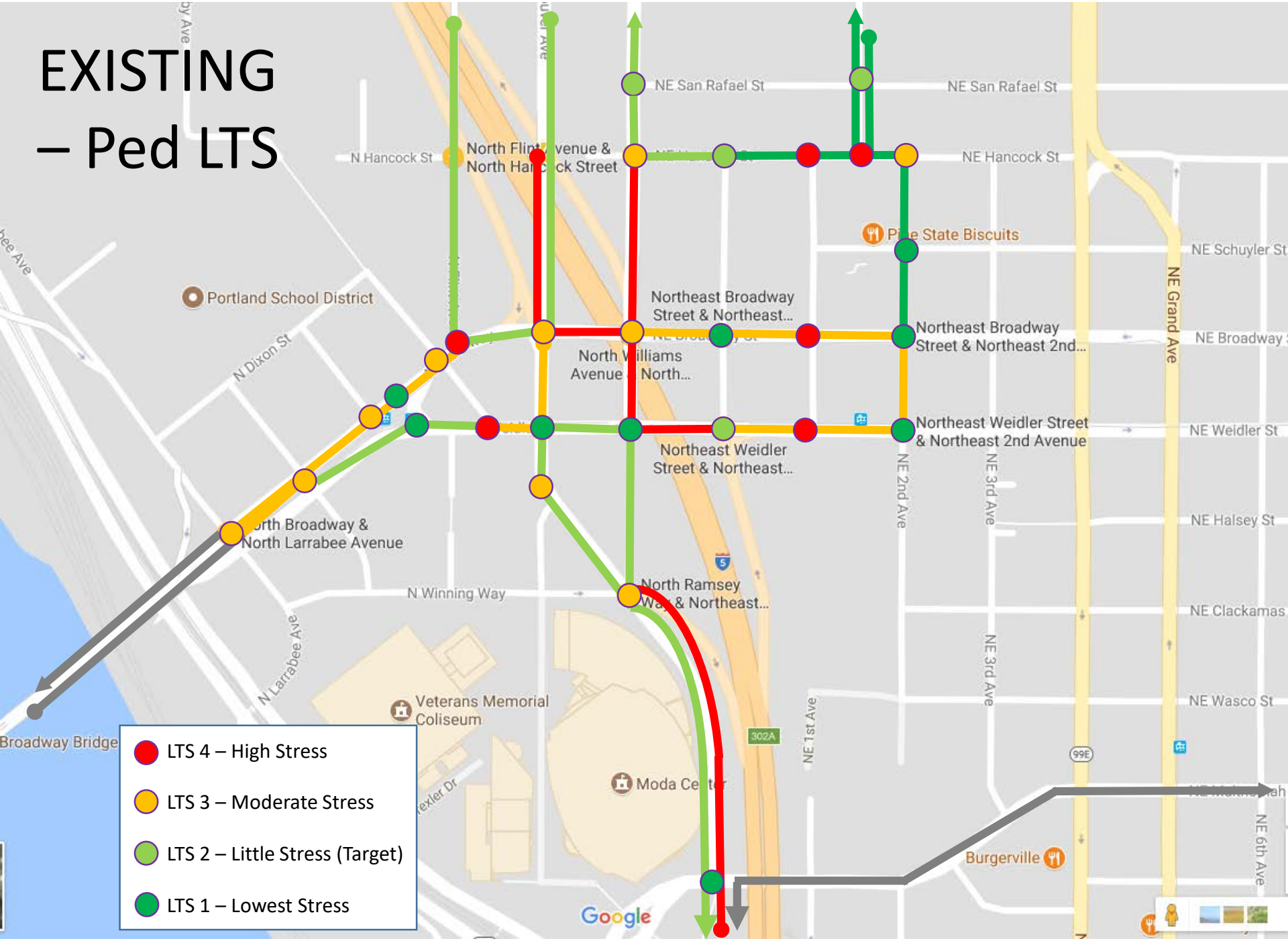

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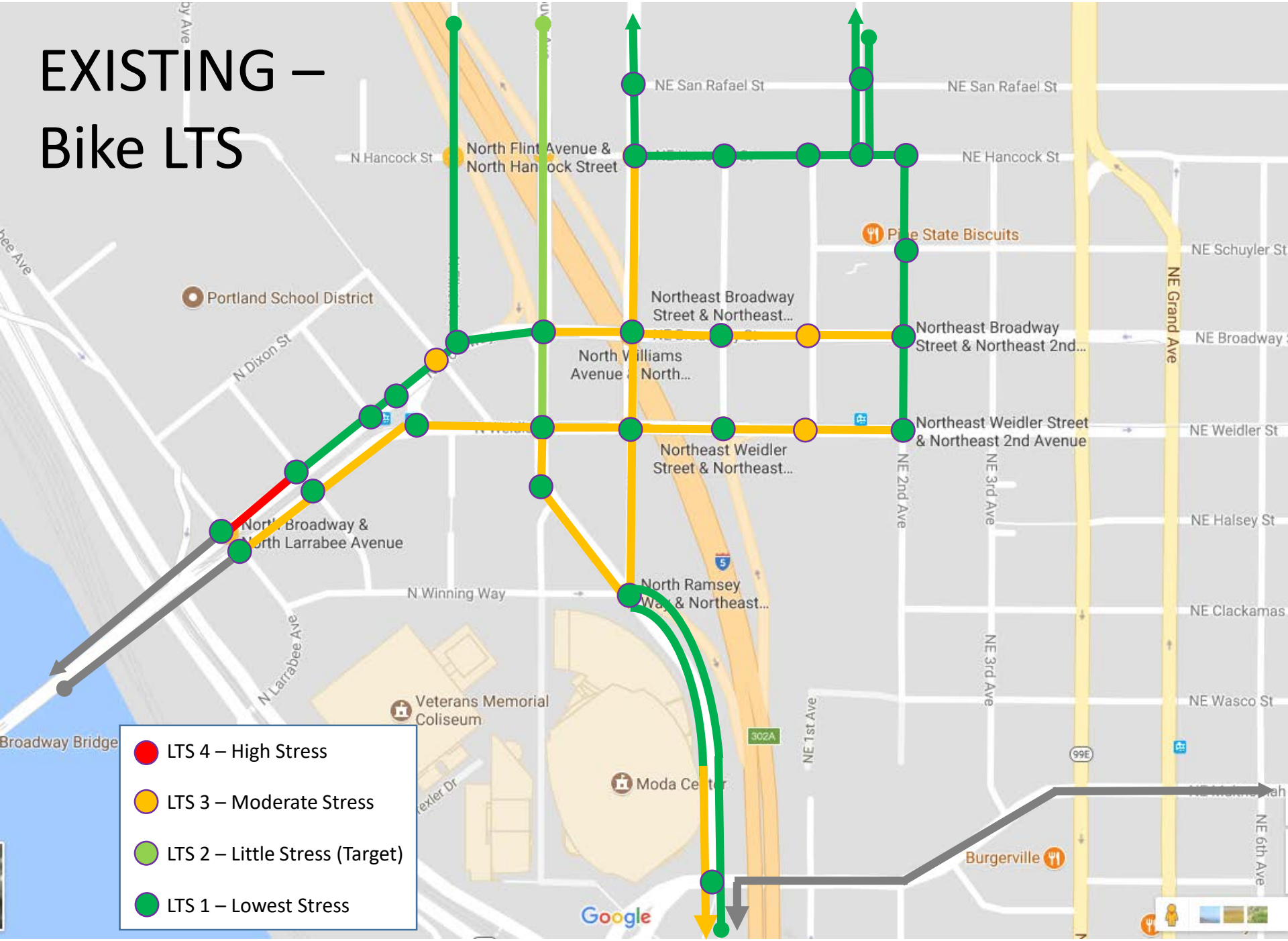

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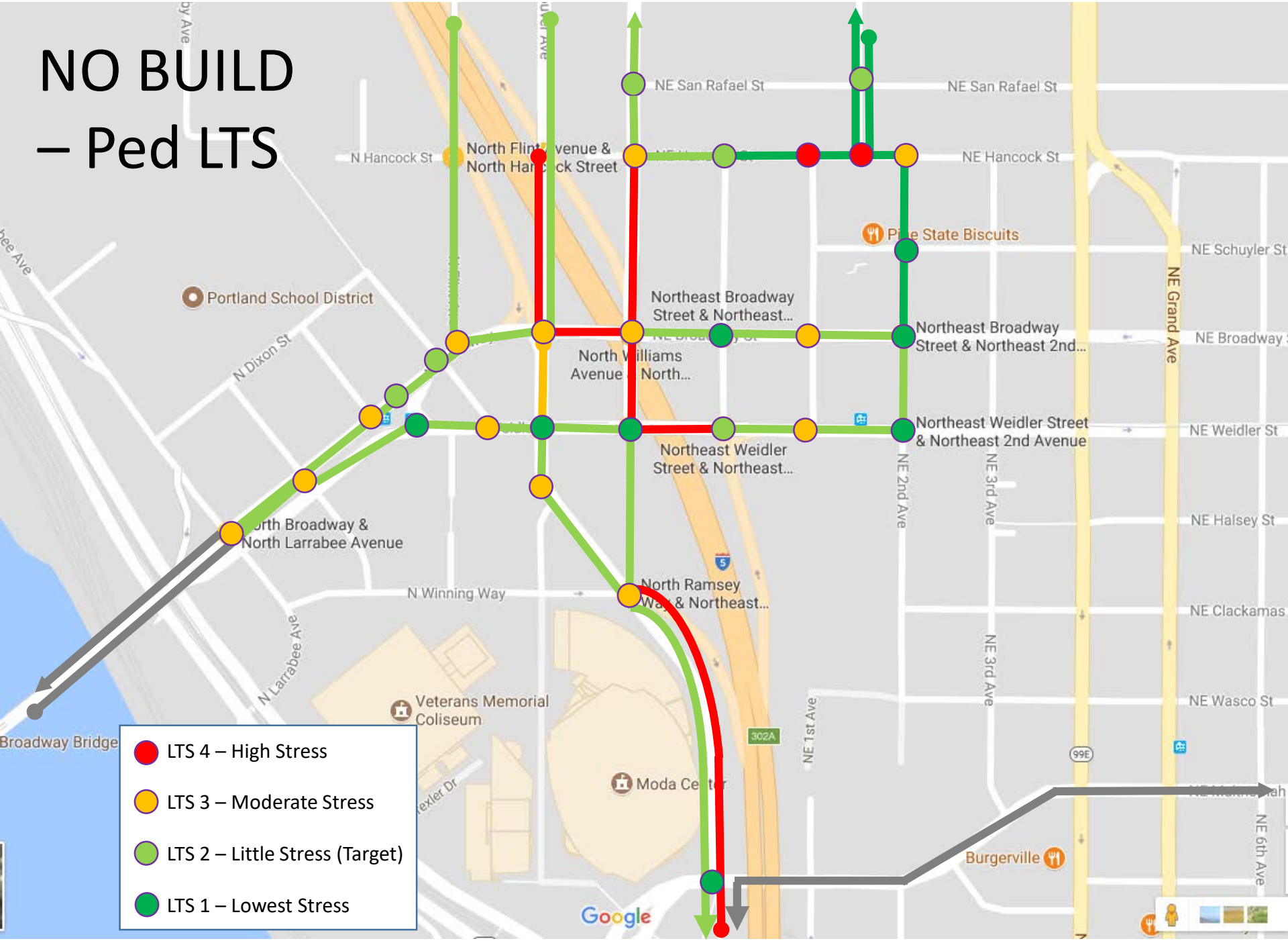

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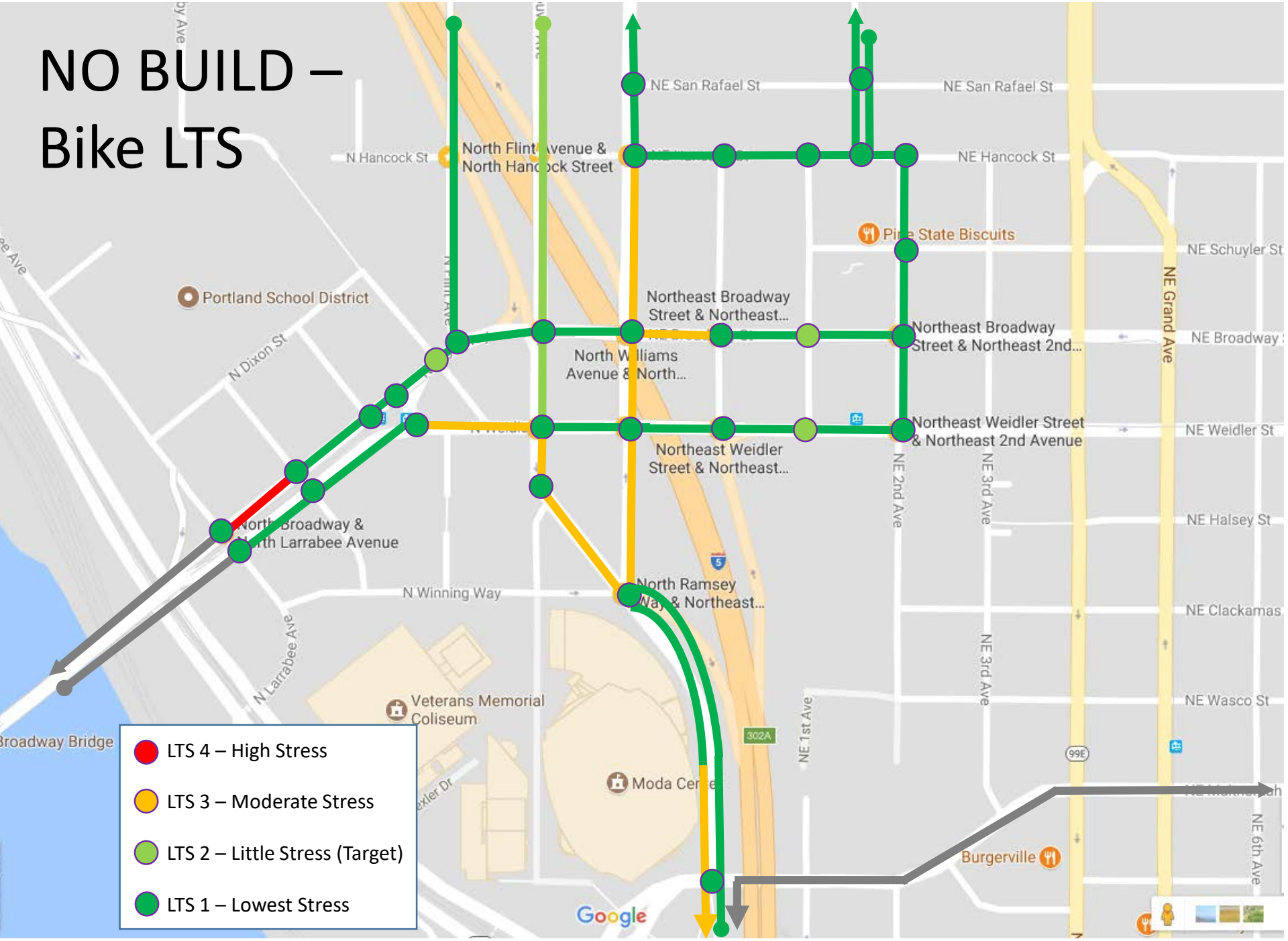

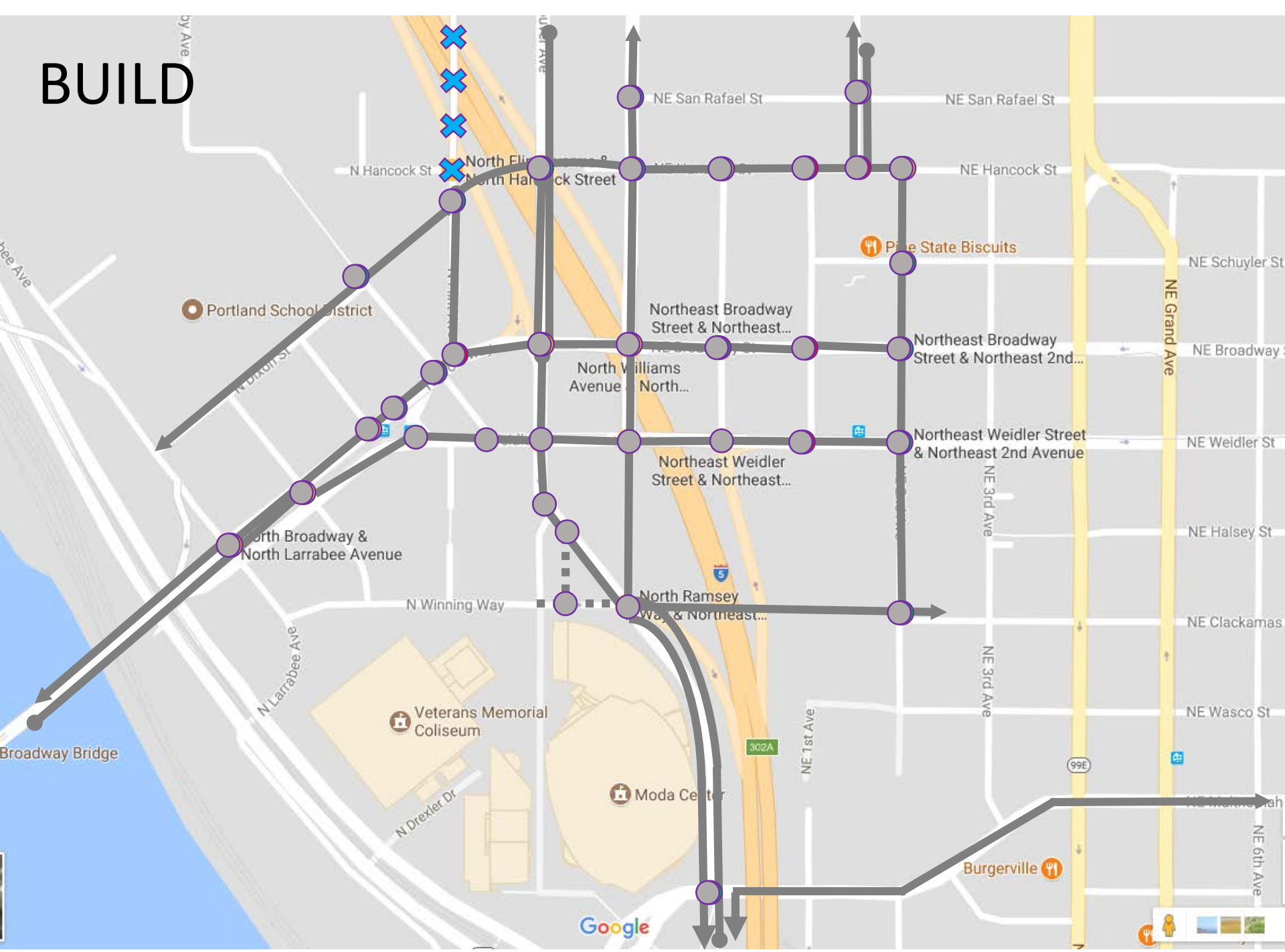
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N Larrabee Ave
Veterans Memorial Coliseum
Broadway Bridge
N Drexler Dr
Moda Center
Burgerville
NE Schuyler St
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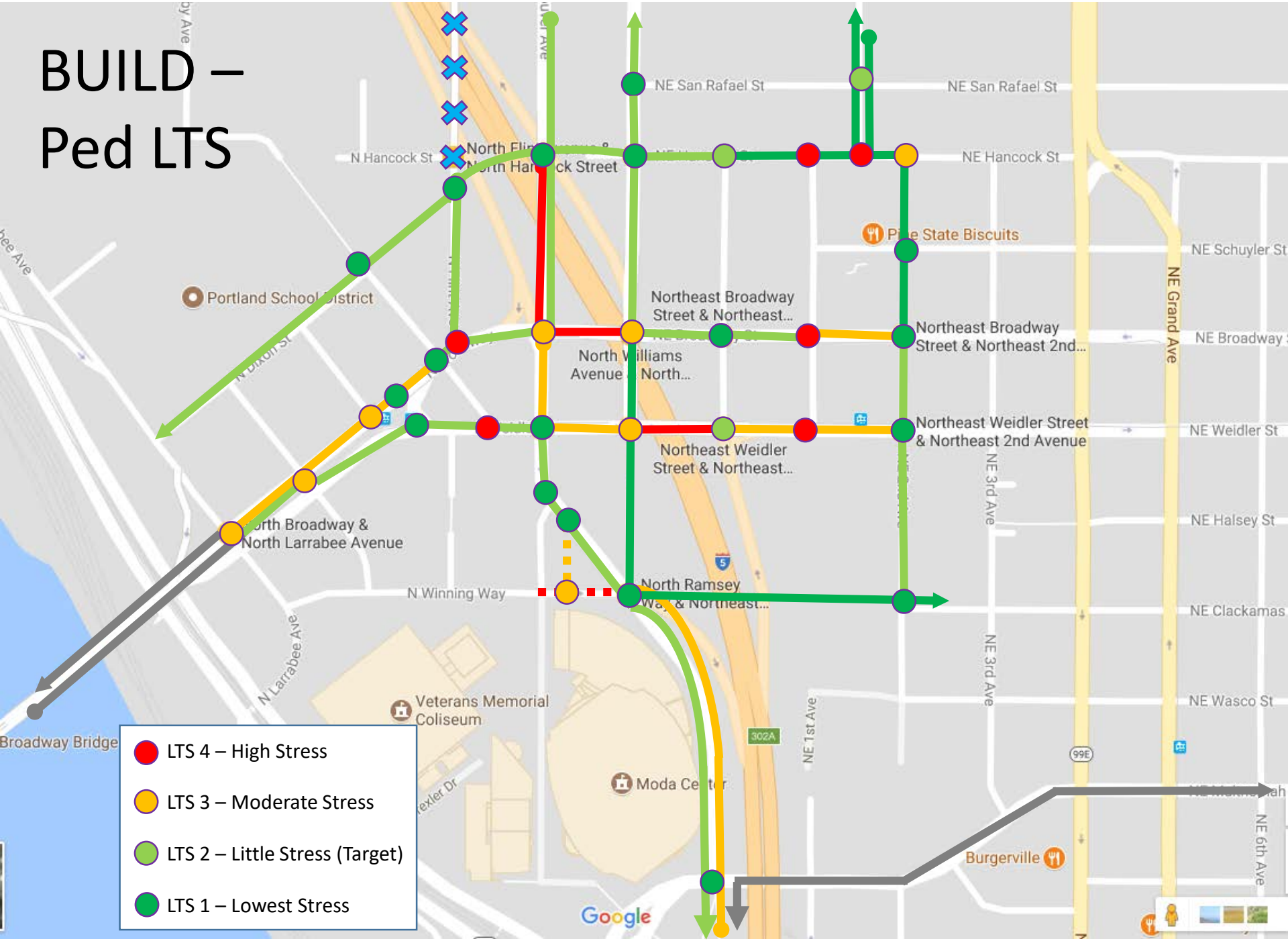

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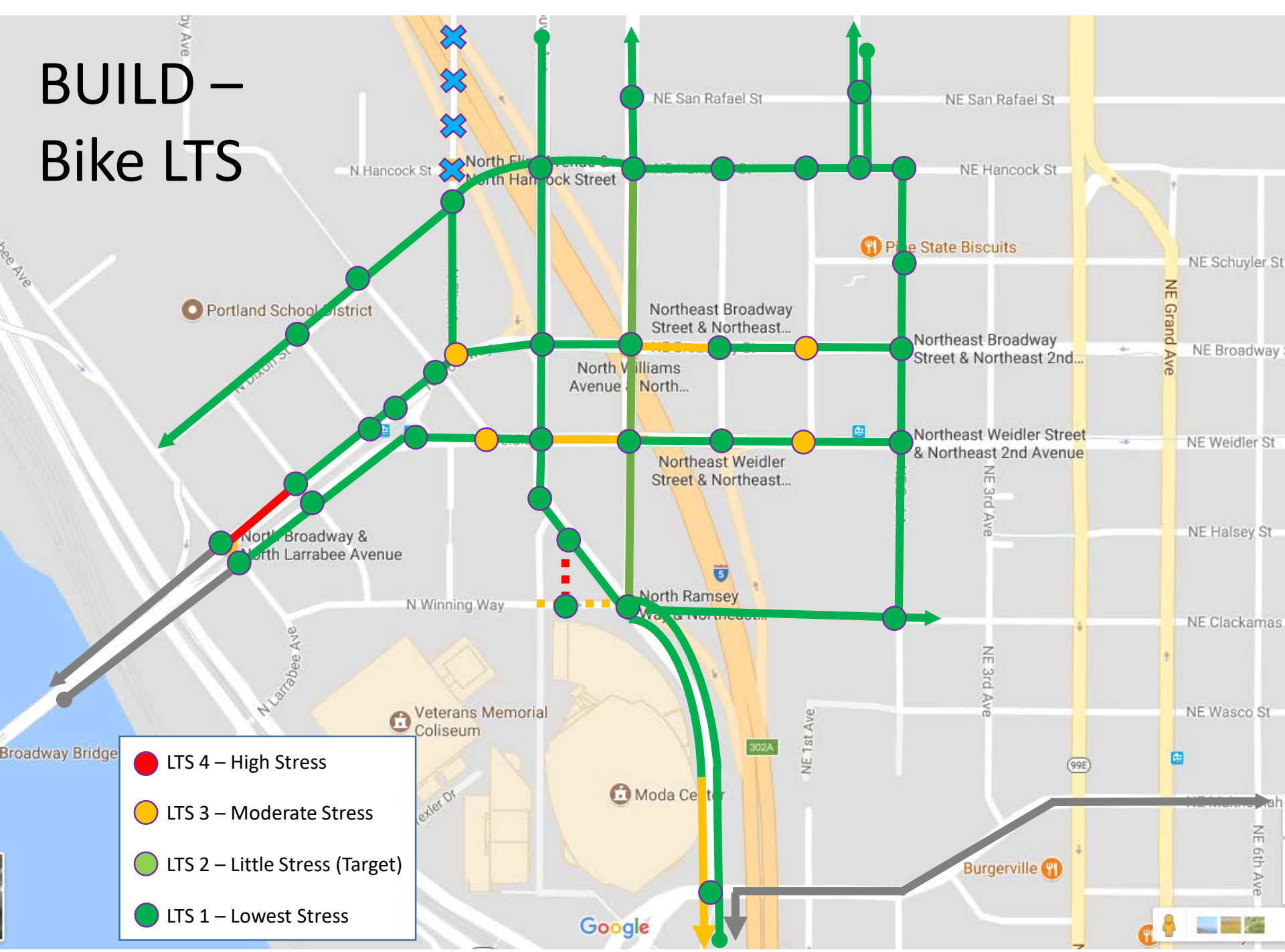

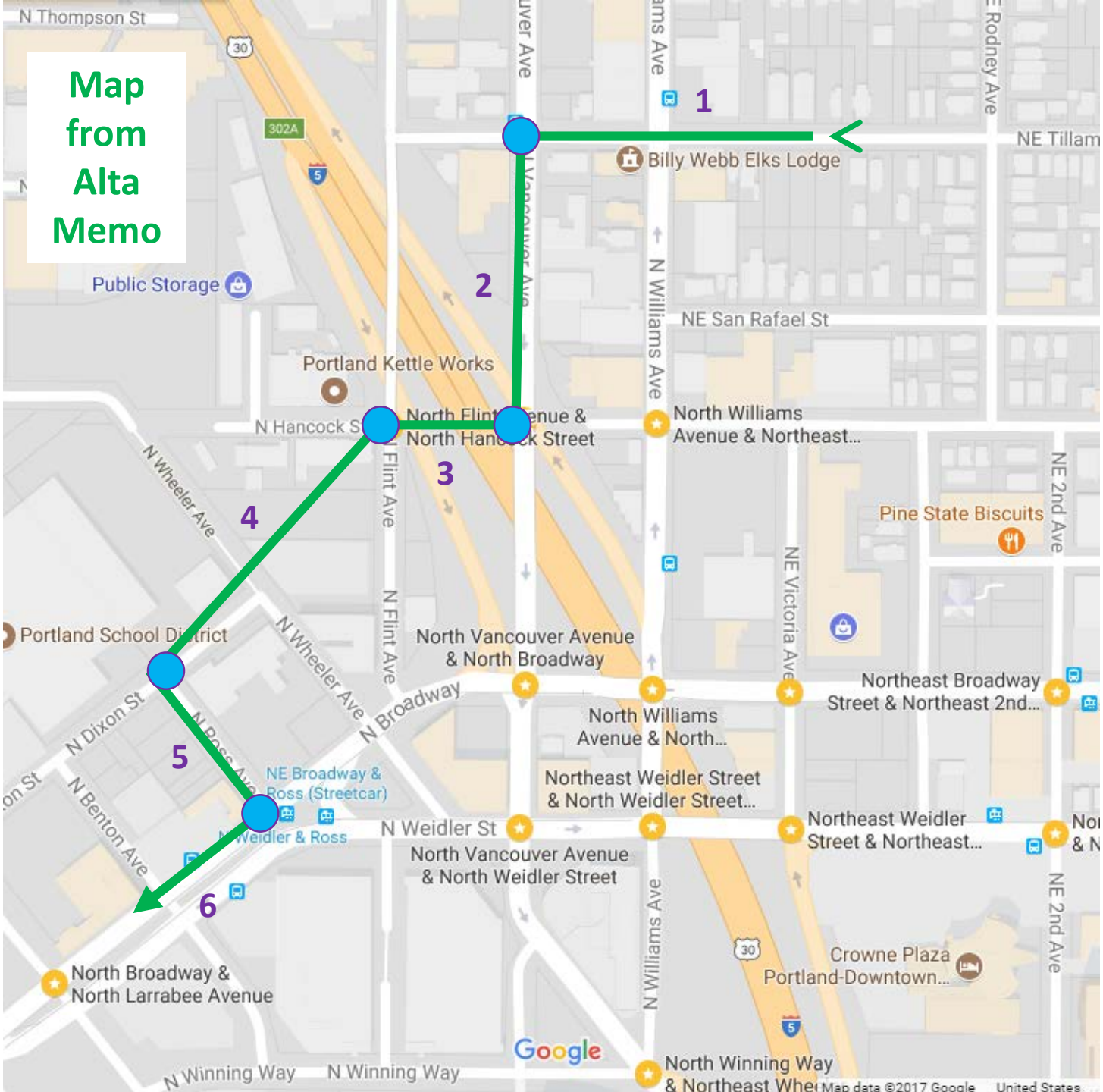
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Pine State Biscuits
Portland School District
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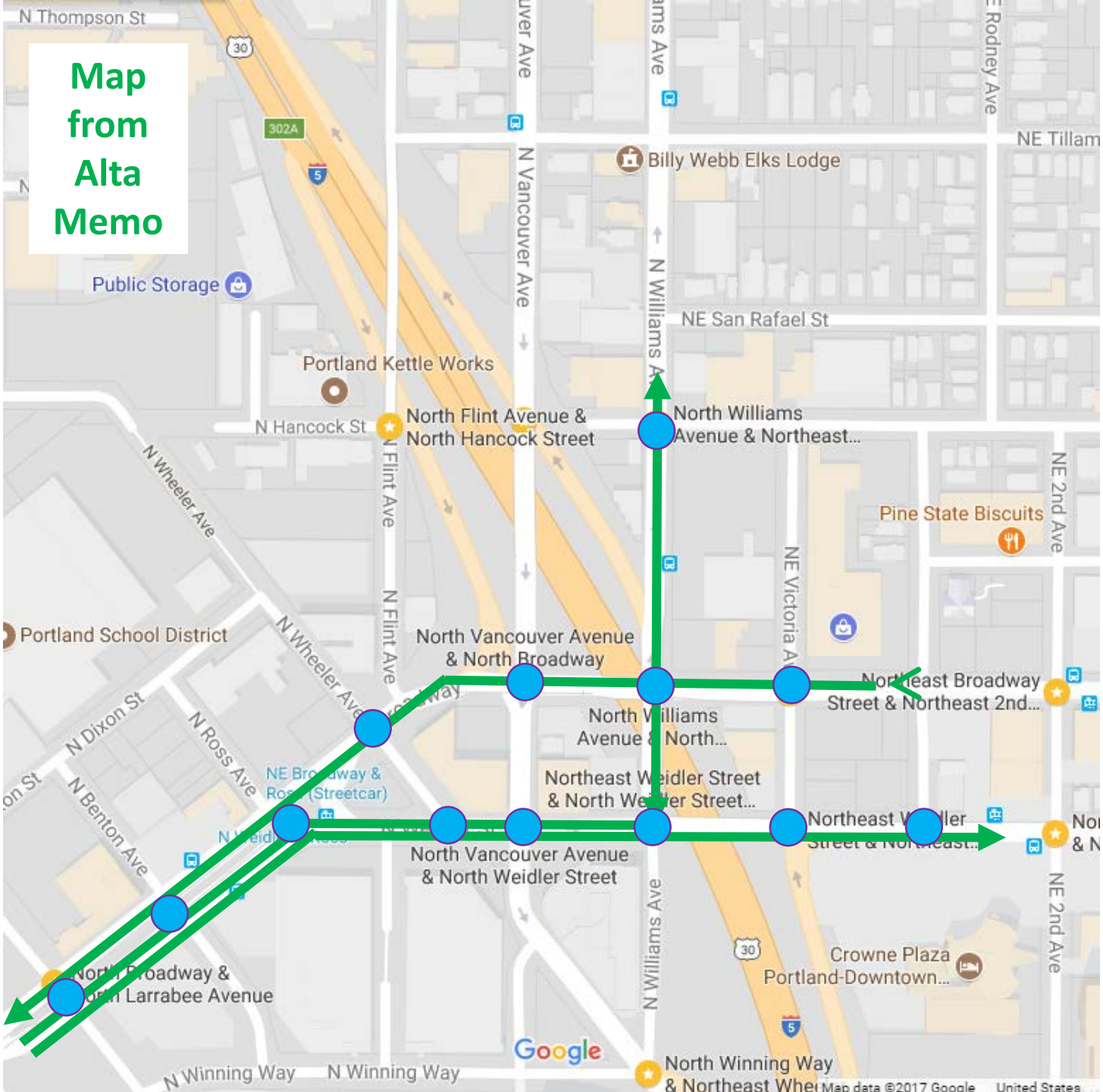
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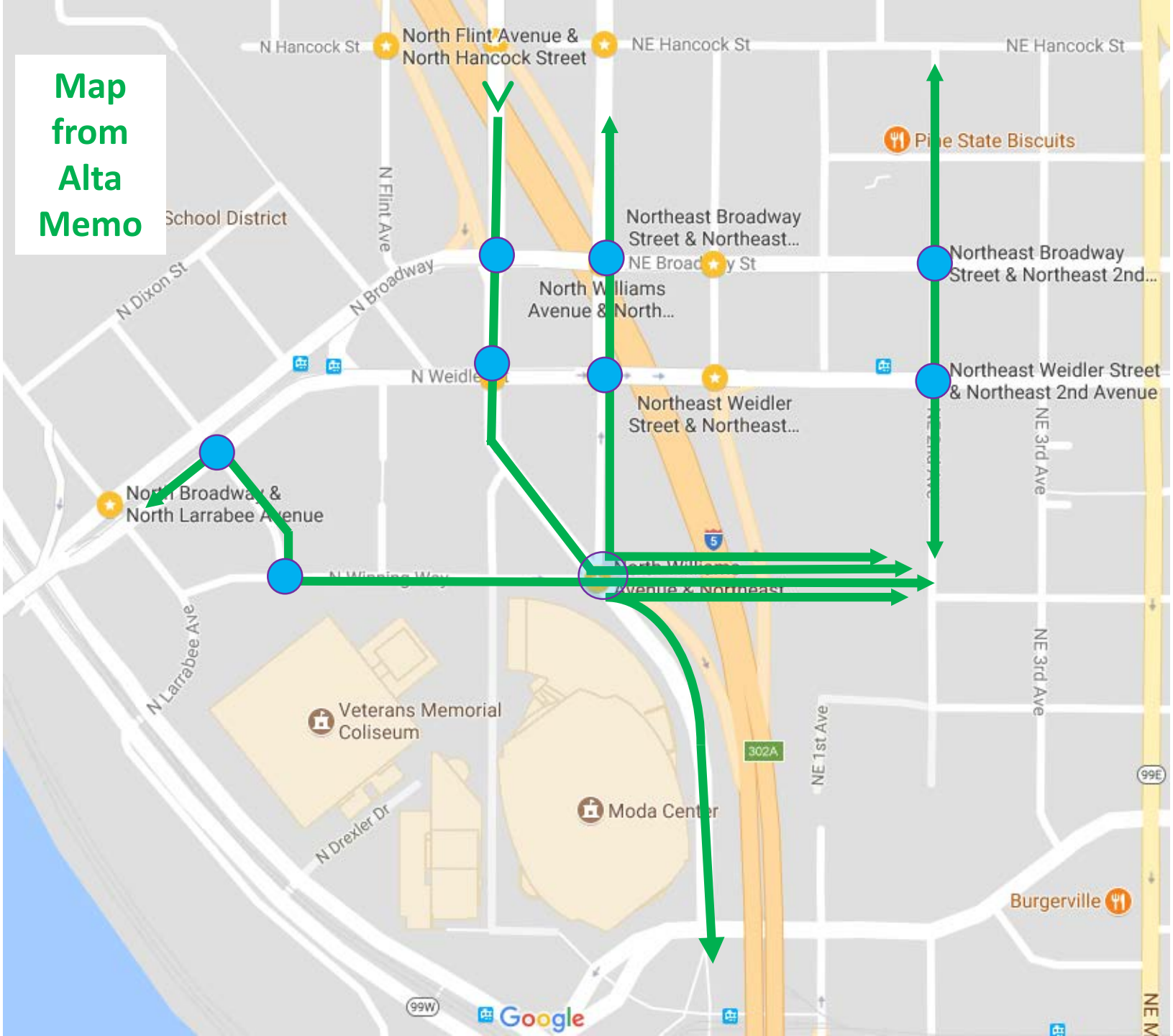
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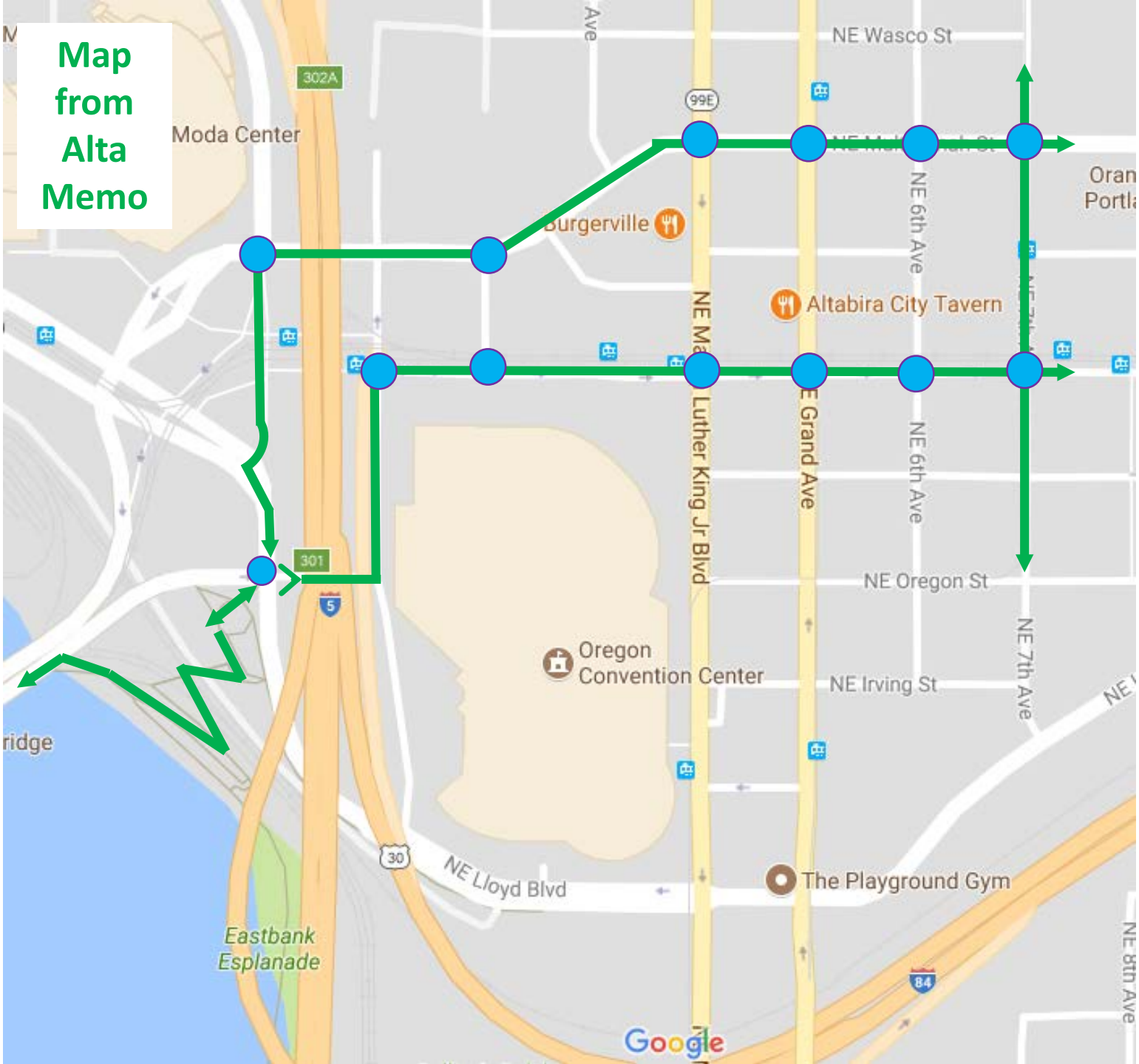
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NE Oregon St
5
Oregon Convention Center
NE Irving St
NE 7th Ave
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NE Lloyd Blvd
The Playground Gym
Eastbank Esplanade
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