



City Council Regular Meeting Agenda Monday, September 21, 2026, 7:00 PM Council Chambers, 616 NE 4th AVE

NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)

To observe the meeting (no public comment ability)

- go to <https://vimeo.com/event/6196684>

To participate in the meeting (able to public comment)

- go to <https://cityofcamas-us.zoom.us/j/88951076096>

(public comments may be submitted to publiccomments@cityofcamas.us)

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENTS

CONSENT AGENDA

NOTE: Consent Agenda items may be removed for general discussion or action.

1. [September 8, 2026 Camas City Council Regular and Workshop Meeting Minutes](#)
2. Automated Clearing House and Claim Checks Approved by Finance Committee
3. [\\$95,412 Windsor Engineering City Facilities HVAC, Electrical, and Plumbing Improvements](#)
(Submitted by Justin Monsrud, Project Manager)
4. [100 SE Leadbetter Rd Property Purchase](#)
(Submitted by Chris Witkowski, Parks & Recreation Director)

MAYOR

5. Mayor Announcements
6. [Disability Employment Awareness Month Proclamation](#)

MEETING ITEMS

7. [Notice of Planned Final Action for Condemnation and Adoption of Ordinance No. 26-006 NW Lake Road and NW Sierra Street Roundabout Project](#)
Presenter: Shawn MacPherson, City Attorney and James Carothers, Engineering

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Manager

Time Estimate: 5 minutes

8. Resolution 26-016 Community Economic Revitalization Board Grant Application Authorization
Presenter: Scott Collins, Public Works Director
Time Estimate: 5 minutes
9. Resolution 26-015 – HSR Development Agreement and Master Plan
Presenter: Robert Maul, Planning Manager
Time Estimate: 5 minutes
10. Public Hearing and Ordinance 26-005 for Raku Annexation
Presenter: Robert Maul, Planning Manager
Time Estimate: 10 minutes

PUBLIC COMMENTS

NON-AGENDA ITEMS

11. Staff
12. Council

CLOSE OF MEETING



City Council Workshop Minutes
Tuesday, September 08, 2026, 4:30 PM
Council Chambers, 616 NE 4th AVE

NOTE: Please see the published Agenda Packet for all item file attachments

CALL TO ORDER

Mayor Hogan called the meeting to order at 4:30 p.m.

ROLL CALL

Present: Council Members Marilyn Boerke, Martin Elzingre, Mahsa Eshghi, Tim Hein, John Nohr, Jennifer Senescu and John Svilarich

Staff: Sydney Baker, Debra Brooks, James Carothers, Scott Collins, Carrie Davis, Cliff Free, Jennifer Gorsuch, Tina Jones, Kayla Mobley, Justin Monsrud, Alan Peters, Doug Quinn, Bryan Rachal, Heidi Steffensen, Alicia Stevens, Connie Urquhart and Chris Witkowski

Press: There was no one from the press present.

PUBLIC COMMENTS

No one from the public

WORKSHOP TOPICS

1. Clark County Commission on Aging Annual Update
 Presenter: Cass Freedland, Clark County Commission on Aging

This item was for Council's information only.

2. Our Camas 2045 – Draft Development Code Amendments
 Presenter: Alan Peters, Community Development Director

This item was for Council's information only.

3. 2027-2028 Revenue Forecast
 Presenter: Kayla Mobley, Interim Finance Director

This item was for Council's information only.

4. City Facilities HVAC, Electrical and Plumbing Improvements Professional Services Amendment No. 2
 Presenter: Justin Monsrud, Project Manager
 This item was placed on the September 21, 2026 City Council Regular Meeting

Consent Agenda for Council's consideration.

5. Professional Services Agreement LSW Architecture for City Hall Facility Planning Study
Presenter: Justin Monsrud, Engineering Project Manager and Scott Collins, Public Works Director

This item will be brought back at a future City Council Workshop.

6. CERB Grant Application Authorization
Presenter: Scott Collins, Public Works Director

This item was placed on the September 21, 2026 City Council Regular Meeting Agenda for Council's consideration.

7. Staff Miscellaneous Updates
Presenter: Doug Quinn, City Administrator

Collins provided an update on grant awards.

Free invited Council to the 9/11 Memorial on Friday and the Safety Fair at Station 42 on Saturday.

PUBLIC COMMENTS

No one from the public wished to speak.

COUNCIL COMMENTS AND REPORTS

Due to time constraints, this item was moved to the September 8, 2026 City Council Regular Meeting.

CLOSE OF MEETING

The meeting closed at 6:36 p.m.



City Council Regular Meeting Minutes
Tuesday, September 08, 2026, 7:00 PM
Council Chambers, 616 NE 4th AVE

NOTE: Please see the published Agenda Packet for all item file attachments

CALL TO ORDER

Mayor Hogan called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Present: Council Members Marilyn Boerke, Martin Elzingre, Mahsa Eshghi, Tim Hein, John Nohr, Jennifer Senescu and John Svilarich

Staff: Scott Collins, Carrie Davis, Jennifer Gorsuch, Tina Jones, Shawn MacPherson, Alan Peters, Doug Quinn, Bryan Rachal, Heidi Steffensen, Alicia Stevens, Connie Urquhart and Chris Witkowski

Press: There was no one from the press present.

PUBLIC COMMENTS

Tyler Sanders, Camas, commented about The Good, the Bad, and the Ugly: A Biking Infrastructure Tour.

Brad Richardson, Port of Camas-Washougal, provided an update from the Port of Camas-Washougal.

CONSENT AGENDA

NOTE: Consent Agenda items may be removed for general discussion or action.

1. August 17, 2026 Camas City Council Regular and Workshop Meeting Minutes
2. \$2,091,937.52 Automated Clearing House 704033-704100 and Claim Checks 164190-164315 and \$470.00 Camas Assistance Program (CAP) Check Number 164316 Approved by Finance Committee
3. \$223,104.15 for August 2026 Emergency Medical Services (EMS) Write-off Billings; Monthly Uncollectable Balance of Medicare and Medicaid Accounts (Submitted by Kayla Mobley, Interim Finance Director)
4. \$104,527.66, City Electric, Streetlight Pole Replacement, Maintenance, and Repair. Unit Priced Contract not to exceed \$350,000.00 (Submitted by Will Noonan, Operations Manager)

It was moved by Hein, and seconded, to approve the Consent Agenda. The motion carried unanimously.

MAYOR

5. Mayor Announcements

Mayor Hogan commented about Assistant City Attorney David Schultz' funeral today.

MEETING ITEMS

PUBLIC COMMENTS

Brad Richardson, Port of Camas-Washougal, provided an update from the Port of Camas-Washougal.

NON-AGENDA ITEMS

6. Staff

There were no staff updates.

7. Council

Elzingre provided an update from the Camas-Washougal Fire Department Commission and attended the Groundbreaking Ceremony at Lam Research in Tualatin. Elzingre commented about the upcoming Lacamas Lake clean up event and Fire Department Safety Fair.

Hein attended a Finance Committee meeting. Hein commented about constituent meetings regarding parking, Form of Government, street maintenance and crosswalks. Hein commented on the upcoming Clark County Public Transit Benefit Area Authority (CTran) meeting and Assistant City Attorney David Schultz.

Eshghi provided updates from the Port of Camas-Washougal and Regional Transportation Council (RTC). Eshghi commented about the Georgia Pacific Paper Mill clean up, Fire Safety Fair, Lacamas Lake Clean Up and Form of Government Town Hall. Eshghi asked for an update about PFAS.

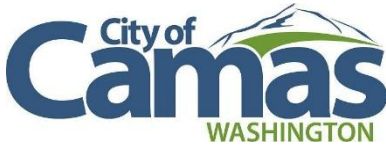
Boerke provided an update from the Camas-Washougal Chamber of Commerce and Camas-Washougal Fire Department Commission. Boerke commented about painting bump-outs at the corner of 5th/Birch, Odyssey Middle School "We Are America" book, the potential for a Civic Center at the Underwriters Laboratories building (UL) and the Georgia Pacific Paper Mill clean up.

Svilarich commented about the upcoming Car Show, Walk and Roll and the Race to Cure ALD.

Nohr provided an update from the Camas-Washougal Fire Department Commission. Nohr commented about the Downtown Camas Association meetings.

CLOSE OF MEETING

The meeting closed at 7:39 p.m.



**CITY OF CAMAS
PROFESSIONAL SERVICES AGREEMENT
CONTRACT No. 240003
Amendment No. 02**

616 NE 4th Avenue
Camas, WA 98607

Project No. FAC23008A

City Facilities HVAC, Electrical, and Plumbing Improvements

THIS AMENDMENT ("Amendment") to Professional Services Agreement is made as of _____ by and between the **City of Camas**, a municipal corporation, hereinafter referred to as "the City", and **Windsor Engineering, Inc.** hereinafter referred to as the "Consultant", in consideration of the mutual benefits, terms, and conditions hereinafter specified. The City and Consultant may hereinafter be referred to collectively as the "Parties."

The Parties entered into an Original Agreement dated **December 18, 2023**, by which Consultant provides professional services in support of the Project identified above. Except as amended herein, the Original Agreement shall remain in full force and effect.

1. Scope of Services. Consultant agrees to perform additional services as identified on **Exhibit "A"** (Amended Scope of Services) attached hereto, including the provision of all labor, materials, equipment, supplies and expenses, for an amount not-to-exceed **\$95,412.00**.
 - a. ☐ Unchanged from Original/Previous Contract
2. Time for Performance. Consultant shall perform all services and provide all work product required pursuant to this Amendment by:
 - a. ☒ Extended to **May 1, 2027**.
 - b. ☐ Unchanged from Original/Previous Contract date of December 31, 2026.

Unless an additional extension of such time is granted in writing by the City, or the Agreement is terminated by the City in accordance with Section 18 of the Original Agreement.
3. Payment. Based on the Scope of Services and assumptions noted in **Exhibit "A"**, Consultant proposes to be compensated on a time and material basis per **Exhibit "B"** (Costs for Scope of Services) with a total estimated not to exceed fee of:
 - a. Previous not to exceed fee: **\$721,750.00**
 - b. Amendment No. 02: **\$ 95,412.00**
 - c. **Total: \$817,162.00**
 - d. Consultant billing rates:
 - ☒ Modification to Consultant Billing Rates per **Exhibit "C"** attached herein
 - ☐ Unchanged from Original/Previous Contract

4. Counterparts. Each individual executing this Agreement on behalf of the City and Consultant represents and warrants that such individual is duly authorized to execute and deliver this Agreement. This Agreement may be executed in any number of counter-parts, which counterparts shall collectively constitute the entire Agreement.

DATED this _____.

CITY OF CAMAS:

Windsor Engineering Inc.
Authorized Representative

By: _____

Signed by:
By: Travis Tormanen
E79C62F0E7EE46D...

Print Name: _____

Print Name: Travis Tormanen

Title: _____

Title: Partner

Date: 9/10/2026

**EXHIBIT “A”
AMENDED SCOPE OF SERVICES**

AMENDMENT to
CITY OF CAMAS PROFESSIONAL SERVICES AGREEMENT
Project FAC23008A - Camas Facilities HVAC, Electrical, and Plumbing
Improvements

Introduction

A Professional Services Agreement (PSA) between the City of Camas and Windsor Engineers was developed and executed for Project No. FAC23008A. The date of contract execution was December 18, 2023.

The City of Camas selected Windsor Engineers to perform professional services in connection with the project designated as the City Facilities HVAC, Electrical, and Plumbing Improvements.

Construction documents for the Operations Center, Police Station were provided to the city for Plan review and bidding.

The Operations Center and Police Station projects were bid and awarded to Copper Mechanical. Windsor Engineers has participated in the construction administration phase, which includes attending pre-construction meetings, reviewing project submittals, and preparing responses to RFI's and construction, including the commissioning process, and has reached the final stage of completion.

100% Construction Documents for the Fire Station 42 and Lacamas Lake Lodge projects were issued in July of 2024. After a pause in the bidding process, additional design scope was requested along with the need to update equipment selections to comply with the new A2L refrigerant regulations. Fire Station 42 was issued for bid, including the additional architectural scope, on February 20th 2026.

Windsor Engineers has provided a comprehensive description of remaining services, including estimated hours for tasks associated with the Lacamas Lake Lodge, commissioning. These scopes of work are detailed in "Exhibit A2." This document outlines our understanding of the tasks required to complete the projects that the city has requested at this time.

Amended Project Designation

The Project Description remains the same as described in the Professional Services Agreement.

Amended Scope of Services

The December 2023 PSA included a Scope of Services as described in Exhibit “A”. by amendment new Scope of Services tasks are incorporated into the PSA as attached to this amendment as described as Exhibit “A2”.

Amended Time for Performance

The May 2025 PSA Amendment #1 included a requirement to complete work no later than December 31, 2026 unless an extension of time is granted in writing. Given that construction will occur in 2026 and given that there will be some follow-up O&M, record drawing, and other closeout tasks, it is proposed, by amendment, that the Time for Performance be: *“Consultant shall perform all services and provide all work product required pursuant to this amended agreement by no later than May 1st 2027”*. The Agreement terms in the Time for Performance paragraph related to written extensions and termination shall remain as written.

Amended Payment

The December 2023 original Professional Service Agreement (PSA) included a not-to-exceed amount of \$598,900. The May 2025 PSA Amendment #1 increases the total not-to-exceed amount to \$721,750. It is proposed that, by amendment, the not-to-exceed amount be increased by an additional amount of **\$95,412** to perform the tasks described in Exhibit A2 and as broken down in Exhibit B2. This increases the total not-to-exceed amount to **\$817,162**. Other payment terms from the original PSA remain unchanged.

The December 2023 PSA included Exhibit C, consultant billing rates. It is proposed, by amendment, Exhibit C billing rates be replaced with the attached Exhibit “C2” billing rates.

Other Terms and Conditions

Paragraphs 5-26 of the December 2023 PSA remain unchanged.

Attachments:

- Exhibit A2 – Scope of Services
- Exhibit B2 – Cost for Scope of Services
- Exhibit C2 – Consultant Billing Rates

EXHIBIT A2

SCOPE OF SERVICES

In addition to the Scope of Services authorized under the December 2023 PSA (Exhibit A) and the May 2025 PSA Amendment #1, the following design, bid, construction administration, and commissioning services are added by amendment for Fire Station 42 and the Lacamas Lake Lodge. Fire Station 42 construction-phase services extend the original Phase 1 scope and the additional architectural and A2L refrigerant scope issued for bid on February 20, 2026. Lacamas Lake Lodge services extend the design scope added under Amendment #1.

Task 5.1 - Project Management and BIM Support (Fire Station 42 and Lacamas Lake Lodge)

1. Project management, including budget and schedule tracking through construction closeout.
2. BIM support, including model and sheet set-up and floor plan development.

Assumptions

1. The existing building is assumed to be ADA compliant, and existing exterior conditions are assumed to provide an ADA-compliant landing for the new exit door if one is required.
2. Architectural design is limited to four (4) owner design meetings, a twelve (12) hour permitting and bidding revision allowance, and two (2) construction-phase site visits (24-hour allowance). These architectural site visits are separate from Windsor's MEP field observations under Task 5.4.
3. Acoustical and structural engineering for the operable wall are provided by sub-consultants.

Task 5.2 – Mechanical and Electrical Bid Document Development (Lacamas Lake Lodge)

1. Update HVAC equipment selections for compliance with A2L refrigerant regulations.
2. Final QC of Mechanical and Electrical plans and specifications.

Task 5.3 - Bid Support (Fire Station 42 and Lacamas Lake Lodge)

1. Prepare bid addenda and respond to bidder questions during the bidding period.
2. Review and evaluate substitution and pre-approval requests for MEP systems and equipment.
3. Attend one (1) pre-bid meeting per building.
4. Provide bid tabulation review and award recommendation.

Task 5.4 - Construction Administration (Fire Station 42 and Lacamas Lake Lodge)

1. Review shop drawings and submittals for MEP (Divisions 21, 22, 23, 26, 27, 28).
2. Respond to Requests for Information (RFIs).

3. Provide field observation visits with written MEP observation reports (quantity: 2 per building).
4. Prepare final punch list and closeout report.

Task 5.5 - Commissioning (Fire Station 42 and Lacamas Lake Lodge)

1. Fundamental commissioning of HVAC, controls, and applicable electrical systems in accordance with Washington State Energy Code Section C408.
2. Develop commissioning plan and functional performance test procedures.
3. Witness and document functional performance testing of HVAC equipment, control sequences, and lighting controls.
4. Review O&M documentation and the systems manual; issue final commissioning report.
5. Provided by commissioning sub-consultant under Windsor coordination.

Task 6.1 - Bid Document Development (Lacamas Lake Lodge Partition Wall)

3. Matterport scanning and finishing the development of a Revit floor plan background model. Windsor will furnish the Revit model as the basis for the architectural design and documentation.
4. Architectural design of a new operable partition wall dividing the existing Assembly Room into two spaces, including evaluation of egress impacts, design and detailing of a potential new exterior exit door, associated code analysis, and specification sections. Provided by architectural sub-consultant (LSW Architects). Excludes modifications to the casework, counter, and transaction window.
5. Mechanical and electrical design associated with the new operable wall, including egress lighting and exit signage revisions if a new exterior door is required.
6. Structural design associated with the new operable wall (by Waypoint Engineering).
7. Acoustical consulting for the assembly room, provided by sub-consultant (Acoustic Design Studio), including: assessment of the existing acoustical environment (reverberation and mechanical noise); analysis and material recommendations to achieve the target reverberation time for speech intelligibility; recommendations for the operable partition and the surrounding structural modifications needed to maintain its acoustical performance; and recommendations and specifications for mechanical noise and vibration control. Includes one pre-design site visit, one post-construction site visit as needed, and review of acoustics-related submittals during bidding.
8. Architectural deliverables issued at 30%, 60%, and 90% milestones plus a Bid/Construction set.
9. Deliverable: CD-level drawings and specifications sufficient for permitting, bidding, and construction of the added scope.

Exclusions

1. Design of ADA accessibility upgrades.
2. Interior finish selections beyond the new operable wall, and repair of construction damage.
3. Exterior modifications beyond the potential egress door.
4. Hazardous material identification, testing, or abatement.
5. Cost estimating and value engineering.

Task 7.1 – Engineering Support (Camas Library)

1. Provide engineering support to evaluate chiller and chilled water pump operation at the Campus Library.
2. Review available system data, controls sequences, and operating history in coordination with the City and the controls vendors.
3. Coordinate with City staff and provide a written summary of findings and recommendations.

**EXHIBIT “B”
AMENDED COSTS FOR SCOPE OF SERVICES**

EXHIBIT B2

COSTS FOR SCOPE OF SERVICES

The budget breakdown schedule shown below is for reference. The actual costs per task may be more or less in each case but the not-to-exceed value of \$95,412 may not be exceeded without the execution of a mutually agreeable written amendment.

Task	Description	Labor	Expenses	Subs	Totals
5.1	Project Management (FS 42 & LLL)	\$6,000	\$200	-	\$6,200
5.2	Bid Document Development (LLL)	\$16,500	\$1,000	\$3,000	\$20,500
5.3	Bid Support (FS 42 & LLL)	\$3,000	\$130	\$1,500	\$4,630
5.4	Construction Administration (FS 42 & LLL)	\$10,000	\$500	\$7,000	\$17,500
5.5	Commissioning (FS 42 & LLL)	\$1,670	-	\$16,800	\$18,470
6.1	Bid Document Development (Lacamas Lake Lodge Partition Wall)	\$5,500	-	\$30,250	\$35,750
7.1	Construction Administration (Camas Library)	\$7,500	-	-	\$7,500
Budget Remaining from Phases 1 through 4:					(\$15,138) *
Total:					\$95,412

*The new tasks above total \$110,550. A credit of \$15,138 in unspent budget authorized under Phases 1 through 4 is applied against this work, resulting in a net not-to-exceed increase of \$95,412.

**EXHIBIT “C”
CONSULTANT BILLING RATES**

EXHIBIT C2 CONSULTANT BILLING RATES

Windsor Engineers 2026 Bill Rates:

<u>Position</u>	<u>Rate</u>
Intern/Admin	\$ 95
Designer I	\$ 110
Engineer I / Designer II	\$ 125
Engineer II / Designer III	\$ 150
Engineer III / Designer IV	\$ 175
Engineer IV / Project Manager I	\$ 195
Engineer V / PM II / Practice Lead I	\$ 215
Engineer VI / PM III / Practice Lead II	\$ 235
Engineer VII / PM IV / Practice Lead III	\$ 270
Engineer VIII / PM V / Practice Lead IV	\$ 295



Staff Report

September 21, 2026 Council Regular Meeting

100 SE Leadbetter Rd Property Purchase

Presenter: Chris Witkowski, Parks & Recreation Director

Phone	Email
360.817.7037	cwitkowski@cityofcamas.us

BACKGROUND: To further enhance recreational opportunities in Camas, the Parks & Recreation Department has identified a long-term goal of constructing an around-the-lake trail at Lacamas Lake. The first portion of the trail already exists through Lacamas Heritage Trail and other portions are under concept planning and/or design, including North Shore Trail (adjacent to SR 500/Everett) and Leadbetter Rd. For the remainder of the trail, there are a few gaps in connection points, mostly related to private ownership of required property.

SUMMARY: One of the gaps in the proposed trail route is the connection between North Shore Trail and SE Leadbetter Rd. The only City-owned property in this area is wetland and open water, which would require construction of a boardwalk and bridge to connect the two. However, there are two privately-owned dryland parcels, located at 100 SE Leadbetter Rd, adjacent to the City property that have recently been put on the market for sale.



In August 2026, the Parks & Recreation Department placed an offer on these parcels, totaling seven (7) acres, which was accepted by the seller. As such, there is a pending contract to purchase the properties which will allow for better, and more affordable, options for connection points between North Shore Trail and SE Leadbetter Rd. The acquisition of the parcels also offers an opportunity to construct a trailhead and small parking area. Additionally, the lots are a viewing point for ecological systems such as birds, beavers, and wetland/native vegetation.

BENEFITS TO THE COMMUNITY: This acquisition will eliminate one of the barriers to completing the around-the-lake trail, thereby enhancing recreation activities such as walking, cycling, running, and hiking. The parcels also offer nature opportunities, including bird watching, wildlife viewing, and access to wetland & native vegetation. The financial investment now also brings a significant cost savings to future construction, which allows the City to utilize those funds elsewhere.

STRATEGIC PLAN: This acquisition covers the strategic priority of Vibrant Community Amenities since it allows the enhancement of walking, cycling, hiking, bird watching, and enjoyment of nature for the Camas community.

POTENTIAL CHALLENGES: The acquisition doesn't eliminate the need for all boardwalk construction since some areas on these parcels, as well as existing City-owned properties, are still wetland. However, it does reduce the amount of boardwalk and eliminates the requirement for a pedestrian bridge over open water. Also, until a full wetland study is conducted, the size of the proposed trailhead and parking cannot be determined.

BUDGET IMPACT: The cost to acquire the two parcels is \$350,000 total and will be funded from the existing Legacy Lands account, which was established specifically for this type of acquisition and development. The cost is the listed price for the properties but is reduced from the original \$600,000 asking price. With the \$350,000 investment now, the City will save several million dollars in additional boardwalk and bridge costs at the time of development.

RECOMMENDATION: Staff recommends that City Council authorize the purchase of the two parcels located at 100 SE Leadbetter Rd for the contracted price of \$350,000.

~ PROCLAMATION ~

WHEREAS, 2026 marks the 36th anniversary of the Americans with Disabilities Act; and

WHEREAS, the purpose is to educate about disability employment issues and celebrate the many and varied contributions of America's workers with disabilities; and

WHEREAS, the City of Camas supports the goals of equity, opportunity, independent living and economic self-sufficiency for people with disabilities; and

WHEREAS, the U.S. Department of Labor chose this year's theme of "Celebrating Value and Talent" carrying the spirit of last year's celebration forward through 2026 in honor of America's 250th birthday; and

WHEREAS, people with disabilities and their contributions to the workplace are a critical part of our efforts to build an inclusive community and strong economy;

NOW, THEREFORE, I, Steve Hogan, Mayor of the City of Camas, do hereby proclaim October 2026 as:

"Disability Employment Awareness Month"

in the City of Camas, and urge all Camas citizens to renew our commitment to inclusive workplaces and embrace the talents and skills that individuals with disabilities bring to our community.

In witness whereof, I have set my hand and caused the seal of the City of Camas to be affixed this 21st day of September 2026.



Steve Hogan, Mayor

ORDINANCE NO. 26-006

AN ORDINANCE condemning for public street purposes certain land lying within the City of Camas for the purpose of constructing a roundabout at NW Lake Road and NW Sierra Street.

THE COUNCIL OF THE CITY OF CAMAS DO ORDAIN AS FOLLOWS:

Section I

The City Council of the City of Camas hereby makes the following findings:

- A. The City desires to undertake a street improvement project at NW Lake Road and NW Sierra Street (“the street improvement project”).
- B. NW Lake Road is classified as a regionally significant arterial street whose function is to serve as a primary route to and from Vancouver and West Camas to the Camas downtown area and Camas public school facilities.
- C. Arterial streets should have a capacity of 15,000.00 to 20,000.00 cars per day.
- D. The intersection of NW Lake Road and NW Sierra Street currently fails to meet the Level of Service (LOS) capacity standard as set forth in the Camas Comprehensive Plan.
- E. The street improvement project proposes adding a roundabout at the intersection of NW Lake Road and NW Sierra Street.
- F. The street improvement project will immediately bring the LOS capacity standards into compliance with the Camas Comprehensive Plan as well as extend both LOS capacity and Volume to Capacity (VC) ratio compliance with said plan past the end of the 20-year horizon.
- G. The street improvement project is consistent with the City of Camas 20-Year Growth Management Plans and the Six Year Transportation Improvement Program.
- H. The properties described in Exhibits “A”, “B”, “D”, and “E” and depicted in Exhibits “C” and “F” attached hereto and by this reference incorporated herein about the street improvement project (“the subject real properties”).
- I. The City has been unsuccessful in its attempts to acquire the subject real properties by negotiation.
- J. The street improvement project constitutes a public use under the provisions of RCW 8.12.030.
- K. The subject real properties are necessary for completion of the street improvement project.

L. Pursuant to RCW 8.25.290, the City published and mailed notice to the property owners of the subject real properties this ordinance authorizes to be condemned, advising such owners that a final decision condemning the required properties would be made at the September 21, 2026, Camas City Council meeting.

M. Any and all interested parties had the opportunity to address the Camas City Council on this subject at the September 21, 2026, meeting.

Section II

The City is authorized to condemn property and property interests for public improvements under RCW 8.12.030.

Section III

The City of Camas hereby condemns for public street purposes the properties described in Exhibit “A,” attached hereto and by this reference incorporated herein. Condemnation of the properties is subject to the making or paying of just compensation to the owners in the manner provided by law.

Section IV

Compensation for the subject real properties shall be paid from the NW Lake and Sierra Intersection Improvements Capital Fund of the City, and not by special assessment upon properties benefitted by such acquisition.

Section V

The City Attorney is hereby authorized and directed to begin and prosecute the proceedings provided by law to condemn, take, and appropriate the interests necessary to carry out the provisions of this ordinance, and is further authorized in conducting said condemnation proceedings, and for the purpose of minimizing damages, to stipulate as to the use of the properties hereby authorized to be condemned and appropriated, and as to the reservation of any right of use of the owner or any person entitled to possession of the properties, provided that such reservation does not interfere with the use of said properties as provided in this ordinance.

Section VI

The City Council hereby finds and declares that an emergency exists, and this is a matter of urgency which necessitates that this ordinance become effective immediately, in order to preserve the public health, safety, and welfare. This ordinance shall become effective immediately upon its passage.

PASSED by the Council and APPROVED by the Mayor this 21st day of September,
2026.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney



18405 SE Mill Plain Blvd., Suite 100, Vancouver, WA 98683
360.695.3411 / GoMacKay.com

18190_RD_LD8
6/02/2026
GAH

EXHIBIT "A"
LEGAL DESCRIPTION
RIGHT-OF-WAY DEDICATION
CITY OF CAMAS, CLARK COUNTY, WASHINGTON

A PORTION OF THAT CERTAIN PARCEL DESCRIBED IN STATUTORY WARRANTY DEED TO STEPHEN NELSON AND KELLY GREEN, RECORDED UNDER AUDITOR'S FILE NUMBER 4681211, RECORDS OF CLARK COUNTY, WASHINGTON, LOCATED IN THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN IN THE CITY OF CAMAS, CLARK COUNTY, WASHINGTON, BEING ALL THAT PORTION OF SAID PARCEL LYING SOUTHERLY AND EASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID PARCEL, ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NW LAKE ROAD, SAID POINT BEING 35.78 FEET LEFT OF, WHEN MEASURED AT RIGHT ANGLES TO, THE NW LAKE ROAD CONSTRUCTION CENTERLINE AS DESCRIBED IN THE ATTACHED EXHIBIT "B", AT CONSTRUCTION CENTERLINE STATION 12+09.11;

THENCE NORTHERLY ON A STRAIGHT LINE TO A POINT BEING 43.78 FEET LEFT OF STATION 12+09.30;

THENCE EASTERLY ON A STRAIGHT LINE TO A POINT ON THE EASTERLY LINE OF SAID PARCEL, SAID POINT BEING 42.92 FEET LEFT OF STATION 12+41.49 AND THE **TERMINUS** THEREOF;

EXCEPT ANY PORTION THEREOF LYING WITHIN THE PUBLIC RIGHT-OF-WAY.

SAID LINE TO BE LENGTHENED OR SHORTENED TO TERMINATE AT THE SOUTHERLY AND EASTERLY LINES OF SAID PARCEL.

CONTAINS 256 SQUARE FEET, MORE OR LESS.

ALL OF THE ABOVE STATIONS REFER TO THE CONSTRUCTION CENTERLINE AS SHOWN IN EXHIBIT "B".





18405 SE Mill Plain Blvd., Suite 100, Vancouver, WA 98683
360.695.3411 / GoMacKay.com

18190_LAKE CENTERLINE
11/26/2025
GAH

EXHIBIT "B"
PROPOSED NW LAKE ROAD CONSTRUCTION CENTERLINE DESCRIPTION
CITY OF CAMAS, CLARK COUNTY, WASHINGTON

A CONSTRUCTION CENTERLINE LOCATED IN THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN IN THE CITY OF CAMAS, CLARK COUNTY, WASHINGTON, SAID CENTERLINE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8" REBAR WITH YELLOW PLASTIC CAP MARKING THE MOST NORTHERLY CORNER OF LOT 11 OF LAKE POINTE PHASE 1, RECORDED IN VOLUME H, PAGE 772, SURVEY RECORDS OF SAID COUNTY, ALSO BEING A POINT ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 34;

THENCE SOUTH 89°21'33" EAST ALONG SAID NORTH LINE OF SAID SOUTHWEST QUARTER A DISTANCE OF 101.43 FEET TO THE **POINT OF BEGINNING** OF SAID PROPOSED NW LAKE ROAD CONSTRUCTION CENTER LINE, SAID POINT BEING CONSTRUCTION CENTERLINE STATION 6+46.85;

THENCE LEAVING SAID NORTH LINE, ALONG SAID CONSTRUCTION CENTERLINE SOUTH 58°48'40" EAST A DISTANCE OF 159.95 FEET TO THE BEGINNING OF A 6500.00 FOOT RADIUS CURVE TO THE LEFT AND BEING CONSTRUCTION CENTERLINE STATION PC 8+06.80;

THENCE ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 03°47'04", AN ARC DISTANCE OF 429.32 FEET TO A POINT WHICH INTERSECTS THE NW SIERRA STREET CONSTRUCTION CENTERLINE, STATIONS BEING NW SIERRA STREET CONSTRUCTION CENTERLINE STATION 4+11.92 AND NW LAKE ROAD CONSTRUCTION CENTERLINE STATION 12+36.11, SAID POINT BEARS SOUTH 82°02'42" WEST A DISTANCE OF 8.58 FEET FROM A 1/2" REBAR WITH YELLOW PLASTIC CAP IN MONUMENT BOX MARKING THE INTERSECTION OF EXISTING NW LAKE ROAD AND EXISTING NW SIERRA STREET, SAID MONUMENT SET PER THE PLAT OF LAKE POINTE PHASE 1, RECORDED IN VOLUME H, PAGE 772, SURVEY RECORDS OF SAID COUNTY;

THENCE CONTINUING ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 00°12'49", AN ARC DISTANCE OF 24.24 FEET TO A POINT OF TANGENCY AND BEING CONSTRUCTION CENTERLINE STATION PT 12+60.36;

THENCE SOUTH 62°48'33" EAST A DISTANCE OF 265.11 FEET TO THE BEGINNING OF A 4000.00 FOOT RADIUS CURVE TO THE LEFT AND BEING CONSTRUCTION CENTERLINE STATION PC 15+25.46;

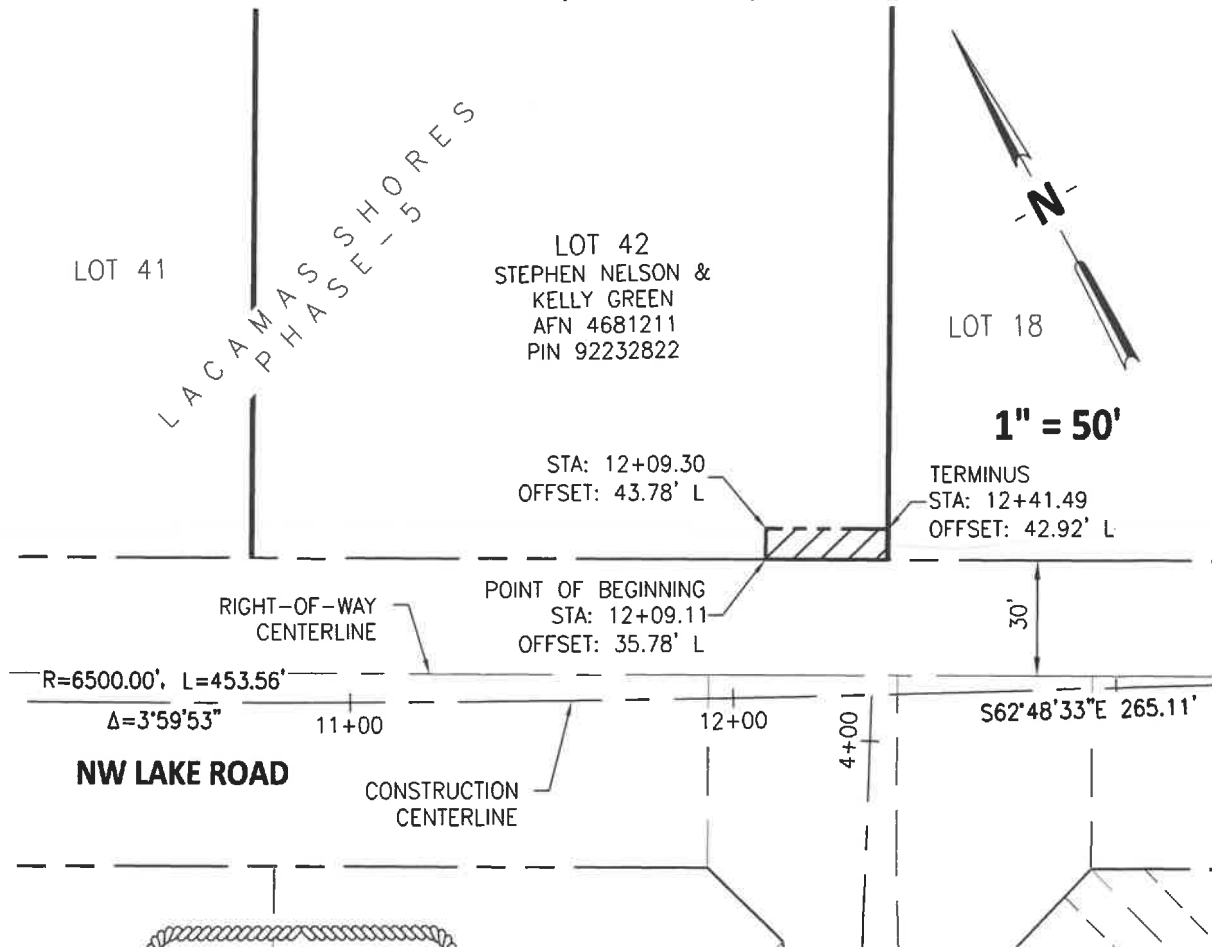
THENCE ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF $03^{\circ}02'40''$, AN ARC DISTANCE OF 212.55 FEET TO A POINT OF TANGENCY AND BEING CONSTRUCTION CENTERLINE PT 17+38.01;

THENCE SOUTH $65^{\circ}51'13''$ EAST A DISTANCE OF 161.99 FEET TO THE **TERMINUS** OF SAID CONSTRUCTION CENTERLINE.



6-4-2026

EXHIBIT "C"
SKETCH TO ACCOMPANY LEGAL DESCRIPTION FOR
RIGHT-OF-WAY DEDICATION
CITY OF CAMAS, CLARK COUNTY, WA



6-4-2026



ENERGY PUBLIC WORKS LAND DEVELOPMENT

www.gomackay.com

LEGEND

	BOUNDARY
	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY
	DEDICATION AREA

18405 SE MILL PLAIN BLVD., SUITE 100
 VANCOUVER, WA 98683
 PHONE: (360) 695-3411



18405 SE Mill Plain Blvd., Suite 100, Vancouver, WA 98683
360.695.3411 / GoMacKay.com

18190_RD_LD7
6/02/2026
GAH

EXHIBIT "D"
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
CITY OF CAMAS, CLARK COUNTY, WASHINGTON

A PORTION OF THAT CERTAIN PARCEL DESCRIBED IN STATUTORY WARRANTY DEED TO STEPHEN NELSON AND KELLY GREEN, RECORDED UNDER AUDITOR'S FILE NUMBER 4681211, RECORDS OF CLARK COUNTY, WASHINGTON, LOCATED IN THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN IN THE CITY OF CAMAS, CLARK COUNTY, WASHINGTON, BEING ALL THAT PORTION OF SAID PARCEL LYING SOUTHERLY AND EASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID PARCEL, ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NW LAKE ROAD, SAID POINT BEING 36.33 FEET LEFT OF, WHEN MEASURED AT RIGHT ANGLES TO, THE NW LAKE ROAD CONSTRUCTION CENTERLINE AS DESCRIBED IN THE ATTACHED EXHIBIT "E", AT CONSTRUCTION CENTERLINE STATION 11+83.97;

THENCE NORTHERLY ON A STRAIGHT LINE TO A POINT BEING 49.33 FEET LEFT OF STATION 11+84.24;

THENCE EASTERLY ON A STRAIGHT LINE TO A POINT ON THE EASTERLY LINE OF SAID PARCEL, SAID POINT BEING 47.92 FEET LEFT OF STATION 12+41.64 AND THE **TERMINUS** THEREOF;

EXCEPT ANY PORTION THEREOF LYING WITHIN THE PUBLIC RIGHT-OF-WAY.

SAID LINE TO BE LENGTHENED OR SHORTENED TO TERMINATE AT THE SOUTHERLY AND EASTERLY LINES OF SAID PARCEL.

CONTAINS 485 SQUARE FEET, MORE OR LESS.

ALL OF THE ABOVE STATIONS REFER TO THE CONSTRUCTION CENTERLINE AS SHOWN IN EXHIBIT "E".





18405 SE Mill Plain Blvd., Suite 100, Vancouver, WA 98683
360.695.3411 / GoMacKay.com

18190_LAKE CENTERLINE
11/26/2025
GAH

EXHIBIT "E"
PROPOSED NW LAKE ROAD CONSTRUCTION CENTERLINE DESCRIPTION
CITY OF CAMAS, CLARK COUNTY, WASHINGTON

A CONSTRUCTION CENTERLINE LOCATED IN THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN IN THE CITY OF CAMAS, CLARK COUNTY, WASHINGTON, SAID CENTERLINE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 5/8" REBAR WITH YELLOW PLASTIC CAP MARKING THE MOST NORTHERLY CORNER OF LOT 11 OF LAKE POINTE PHASE 1, RECORDED IN VOLUME H, PAGE 772, SURVEY RECORDS OF SAID COUNTY, ALSO BEING A POINT ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 34;

THENCE SOUTH 89°21'33" EAST ALONG SAID NORTH LINE OF SAID SOUTHWEST QUARTER A DISTANCE OF 101.43 FEET TO THE **POINT OF BEGINNING** OF SAID PROPOSED NW LAKE ROAD CONSTRUCTION CENTER LINE, SAID POINT BEING CONSTRUCTION CENTERLINE STATION 6+46.85;

THENCE LEAVING SAID NORTH LINE, ALONG SAID CONSTRUCTION CENTERLINE SOUTH 58°48'40" EAST A DISTANCE OF 159.95 FEET TO THE BEGINNING OF A 6500.00 FOOT RADIUS CURVE TO THE LEFT AND BEING CONSTRUCTION CENTERLINE STATION PC 8+06.80;

THENCE ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 03°47'04", AN ARC DISTANCE OF 429.32 FEET TO A POINT WHICH INTERSECTS THE NW SIERRA STREET CONSTRUCTION CENTERLINE, STATIONS BEING NW SIERRA STREET CONSTRUCTION CENTERLINE STATION 4+11.92 AND NW LAKE ROAD CONSTRUCTION CENTERLINE STATION 12+36.11, SAID POINT BEARS SOUTH 82°02'42" WEST A DISTANCE OF 8.58 FEET FROM A 1/2" REBAR WITH YELLOW PLASTIC CAP IN MONUMENT BOX MARKING THE INTERSECTION OF EXISTING NW LAKE ROAD AND EXISTING NW SIERRA STREET, SAID MONUMENT SET PER THE PLAT OF LAKE POINTE PHASE 1, RECORDED IN VOLUME H, PAGE 772, SURVEY RECORDS OF SAID COUNTY;

THENCE CONTINUING ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 00°12'49", AN ARC DISTANCE OF 24.24 FEET TO A POINT OF TANGENCY AND BEING CONSTRUCTION CENTERLINE STATION PT 12+60.36;

THENCE SOUTH 62°48'33" EAST A DISTANCE OF 265.11 FEET TO THE BEGINNING OF A 4000.00 FOOT RADIUS CURVE TO THE LEFT AND BEING CONSTRUCTION CENTERLINE STATION PC 15+25.46;

THENCE ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF $03^{\circ}02'40''$, AN ARC DISTANCE OF 212.55 FEET TO A POINT OF TANGENCY AND BEING CONSTRUCTION CENTERLINE PT 17+38.01;

THENCE SOUTH $65^{\circ}51'13''$ EAST A DISTANCE OF 161.99 FEET TO THE **TERMINUS** OF SAID CONSTRUCTION CENTERLINE.

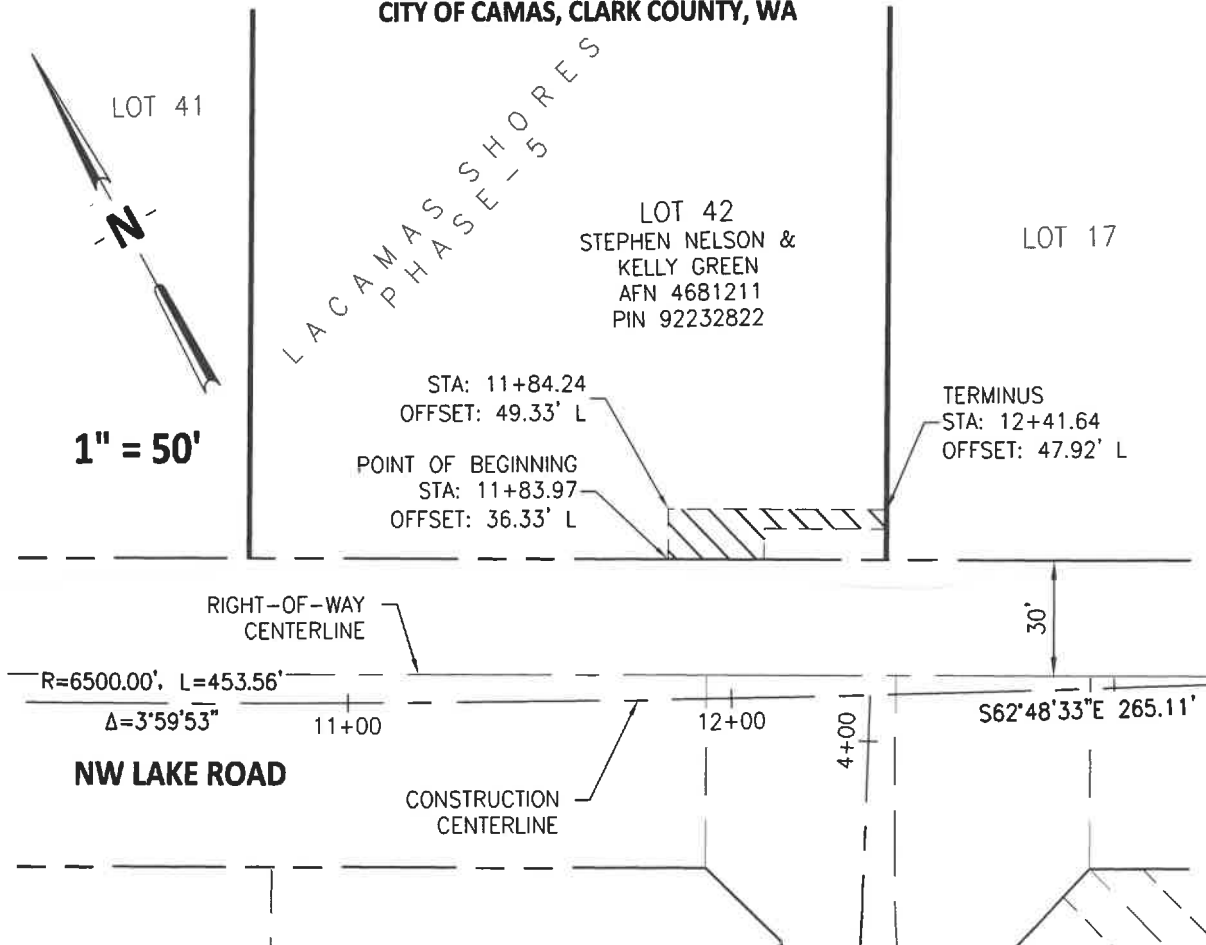


6-4-2026

EXHIBIT "F"

SKETCH TO ACCOMPANY LEGAL DESCRIPTION FOR TEMPORARY CONSTRUCTION EASEMENT

CITY OF CAMAS, CLARK COUNTY, WA



6-4-2026



ENERGY PUBLIC WORKS LAND DEVELOPMENT

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LEGEND

	BOUNDARY
	EXST. RIGHT-OF-WAY
	EASEMENT LINE
	EASEMENT AREA

18405 SE MILL PLAIN BLVD., SUITE 100
VANCOUVER, WA 98683
PHONE: (360) 695-3411



LEGEND

TCE

ROW ACQUISITION AREA

ORDINANCE NO. 26-006 - CONDEMNATION

C:\SIERRA\INTX\500 DESIGN\502 DRAWINGS\EXHIBITS\18190_SITE PLAN.DWG



Staff Report

September 21, 2026 Council Regular Meeting

Resolution 26-016 Community Economic Revitalization Board Grant Application
 Authorization
 Presenter: Scott Collins, Public Works Director
 Time Estimate: 5 minutes

Phone	Email
360.817.7899	scollins@cityofcamas.us

BACKGROUND: The Washington State Community Economic Revitalization Board (CERB) provides funding to local governments for public infrastructure and planning activities that support economic development, private business growth, and job creation. CERB's Planning Program provides grant funding for studies that evaluate high-priority economic development projects, including planning related to capital facilities, economic feasibility, project engineering, land use, permitting, and site planning.

CERB planning grants can fund up to 80% of eligible project costs, with a minimum 20% local match required from the applicant. The program includes several funding tiers based on the type of planning activity and its relationship to future CERB-eligible infrastructure improvements.

In 2020, the City completed the *Downtown Camas Infrastructure Analysis* to evaluate existing infrastructure conditions within Historic Downtown Camas. The study evaluated streets, sidewalks and ADA accessibility, street trees, pedestrian and vehicular connectivity, water, sanitary sewer, stormwater, and electrical infrastructure. The analysis identified and prioritized potential infrastructure improvements and developed planning-level cost estimates to help inform the City's future capital planning.

The 2020 study was intended as a high-level planning tool and noted that additional planning and more detailed cost estimating would be needed as projects move toward implementation.

SUMMARY: Staff met with CERB representatives to discuss the proposed planning effort and determined that the project would qualify for a Tier 1 Planning Grant of up to \$50,000. The City is proposing to apply for these funds to build upon the 2020 *Downtown Camas Infrastructure Analysis*.

The City's desired planning effort would review the previous recommendations against current conditions, update project priorities and cost estimates, identify logical project phasing, evaluate potential funding sources, and develop an implementation and funding strategy for future downtown infrastructure improvements. The specific scope and level

of analysis would be developed with the selected consultant based on available funding and the highest-priority planning needs.

Staff also coordinated with the City's legislative consultant regarding the CERB opportunity and potential future funding. The consultant recommended moving forward with the application, noting that having the project identified through the CERB process could provide greater flexibility for the City's legislative delegation to pursue additional funding through the State Capital Budget. If additional funding becomes available, it could be used to expand the planning effort and further advance downtown infrastructure planning toward implementation.

BENEFITS TO THE COMMUNITY: The planning effort will provide the City with an updated roadmap to prioritize, fund, and advance infrastructure improvements that support the long-term vitality of Downtown Camas.

STRATEGIC PLAN: This item aligns with the City's Strategic Plan element "Stewardship of City Assets" by planning for strategic investment in Downtown Camas infrastructure.

POTENTIAL CHALLENGES: Potential challenges include securing the significant funding that will be needed to implement future downtown infrastructure improvements, which will likely depend on a combination of City resources and outside funding opportunities.

BUDGET IMPACT: The City is requesting up to \$50,000 in CERB grant funding, which requires a minimum 20% local match. If awarded the full grant amount, the City's required match would be \$12,500 and is anticipated to be funded through the City's existing Streets Program.

RECOMMENDATION: Staff recommends Council adopt Resolution No. 26-016.

RESOLUTION NO. 26-016

**A RESOLUTION AUTHORIZING SUBMISSION OF AN APPLICATION FOR A
COMMUNITY ECONOMIC REVITALIZATION BOARD GRANT IN THE
APPROXIMATE AMOUNT OF \$50,000 FOR DOWNTOWN CORE REVITALIZATION –
INFRASTRUCTURE & FUNDING PLAN.**

WHEREAS, Community Economic Revitalization Board (CERB) funds are available to support feasibility and planning work in furtherance of economic development; and

WHEREAS, the City of Camas desires to pursue an objective feasibility study analysis for planning for the prioritization, funding, phasing, and implementation of infrastructure improvements within Historic Downtown Camas consistent with the purposes of the CERB; and

WHEREAS, the CERB Project represents a commitment resources toward enhancing the vitality of the area and expansion of economic and employment opportunities of the City of Camas, together with increased tax revenues; and

WHEREAS, in the event the application for CERB funding is approved, and the grant is accepted by the City of Camas, the City will comply with all applicable federal and State requirements in regard to environmental impact of the project; and

WHEREAS, the project will not result in the transfer/relocation of jobs from one part of the state of Washington to another; and

WHEREAS, the matching portion of the grant is minimum of 20% of the project amount. The City of Camas will investigate and evaluate options for joint participation in the matching obligations with the CERB grant; and

WHEREAS, the City of Camas finds that an application should be submitted for consideration by CERB, and that such submission will promote economic development with in the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CAMAS AS FOLLOWS:

Section I

That the Mayor, or his/her designee, is hereby authorized to submit an application to the Community Economic Revitalization Board, for and on behalf of the City of Camas, for CERB funding in the approximate amount of \$50,000 for the CERB Project.

Section II

That the Mayor is hereby further authorized to provide such additional information as may be necessary to secure approval of such application.

Section III

That, in the event such application is approved, the Mayor is authorized to enter into an agreement for such funding.

Section IV

That this Resolution shall be effective upon passage and signatures heron in accordance with law.

ADOPTED by the Council at a regular meeting this 21st day of September 2026.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney



Staff Report

September 21st, 2026, Council Regular Meeting

Adoption of Resolution 26-015 – HSR Development Agreement and Master Plan

Presenter: Robert Maul, Planning Manager

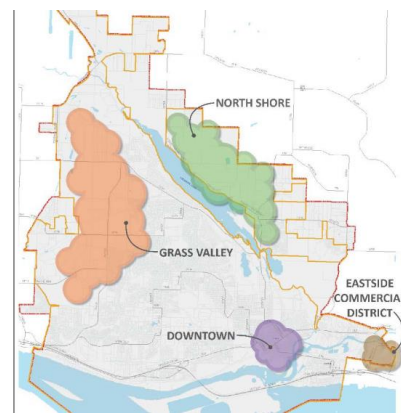
Time Estimate: 5 minutes

Phone	Email
360.817.7255	rmaul@cityofcamas.us

BACKGROUND: In 2019 the Camas City Council directed staff to engage in a subarea planning process for the North Shore area as allowed for in the adopted comprehensive plan, Camas 2035 (see fig1). Subarea planning is an optional element that cities can elect to include in their respective comprehensive plans with the goal of providing a more area-specific level of master planning to encourage more intense level of development, well served by transportation options, and includes facilities for pedestrian and bicycle travel, a range of housing choices and a mix of shops, services and public spaces.

The North Shore subarea planning process was a two-part public engagement focused effort that spanned from 2020-2022 with final adoption in November 2022. The first year was largely public engagement with a series of open houses, surveys, first Friday events, participation at farmer's markets, Camas Days, and listening sessions with Camas High School students which resulted in a vision statement. The second phase of the subarea plan was taking the vision statement and shaping it into the plan that is now adopted today. Phase 2 was not only well vetted with the community, it was also informed by stakeholder groups and citizen advisory committee work. The North Shore subarea plan is specific to the area north of Lacamas Lake and encompasses over 900 acres of land, including the city owned legacy lands for preservation and recreation. The adopted subarea plan provides flexibly zoning standards, a variety of density and housing types, jobs lands, commercial center and public trails and multi-model transportation elements throughout. There are also specific architectural design standards for residential and commercial developments.

Fig 1



SUMMARY: Since its adoption in 2022, the subarea plan has incentivized several developments within the plan boundary, which includes two recently approved subdivisions north of Camas High School, three other subdivisions submitted for

entitlements just north of Lacamas Lake, and staff's recent negotiations with SunCal Development Agreement for the 300 acre Johnston Family Farm.

Development agreements (DA) are authorized by RCW36.70.B.170, and can be used as an effective tool with larger scale development as a voluntary agreement between the city and a developer/owner. Development agreements allow for flexibility in design, details and development standards beyond what is currently allowed for in adopted city code. It provides increased regulatory certainty, vesting standards, makes clear financial obligation, and can be more ideal for larger projects to create continuity and ensuring vision implementation. What is proposed is a master plan and development agreement similar to what was done for Green Mountain PRD and Hills at Round Lake PRD. Given the large scale of the development, it will take years to build out, which is where a DA can provide regulatory certainty for a longer period of time beyond normal vesting rights which currently range from 2 years to 7 under normal enlistment regulations. Typical timelines for DA's can range from 10-15 years, which is what is proposed for this project. The two documents of the DA and the master plan act as one adopted agreement.

The owner of this project, HSR Capital, has purchased approximately 36.03 acres just south of the Johnston Family properties to pursue a mixed-use development (see Fig 2). Within the proposed development area are several zoning designations as assigned by the adopted plan that do not follow property lines. As proposed, HSR wants to create a neighborhood that designates several housing types for detached and attached single family residential, as well as higher density apartment units closer to the commercial village. Included in the proposal is the construction of North Shore Boulevard from the existing terminus at the western boundary all the way through the site to connect to neighboring developments to the south (please refer to the master plan in the packet).

Fig 2



All major utilities will also be installed with this development and there is a proposed stormwater conveyance to property where natural drainage has flowed historically. Additionally, HSR has offered to install and dedicate public art with this project.

This is the first of two workshops' staff will be holding with the city council. This particular workshop is simply to inform council and the community on the proposed project and a more detailed workshop will be forthcoming to allow for a deep and thoughtful discussion to provide direction to staff and the developer.

Aside from the standard recitals and terms of a DA, the following are the project specific elements within the DA:

- Vesting

- Master Plan
- State Environmental Policy Act (SEPA) review and vesting
- Phasing
- Transportation
 - Streetscape
 - Lighting
- Public Art
- Early Grading
- Stormwater
- Reimbursement for Water upsizing
- Impact fee credits and latecomers agreements
- Dedication and management of public amenities
- Land Use Designation
- Process

BENEFITS TO THE COMMUNITY: The approval of this Development Agreement serves the community in several ways. It implements the vision from the adopted North Shore Subarea Plan as well as the adopted Comprehensive Plan. The development of the new neighborhoods provides a mix of housing types as supported by the housing action plan, subarea plan and comprehensive planning goals. This development will also provide needed infrastructure to serve not only the subject properties, but the surrounding region as well as envisioned by the adopted capital facilities plans.

STRATEGIC PLAN: This development agreement has been informed in part by the adopted North Shore Subarea Plan, which was part of the City of Camas 2018-2020 strategic plan, priority 4. See following **Figure 3**

City of Camas
Strategic Plan
2018-2020



OUR MISSION		CITY OF CAMAS 2018-2020 STRATEGIC PRIORITIES			
<i>The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens and developing the community to meet the challenges of the future.</i> OUR VISION HOME TOWN FEEL Camas is... Great Schools SAFE Great Place to Raise A Family Jobs That Support Our Community Integrated with Outdoors OUR DECISION PRINCIPLES Are we... - Providing services in line with community needs & priorities? - Maintaining or building financial sustainability for our City? - Preserving our integration with the outdoors? - Creating an inclusive community that feels like a small town? OUR INTERNAL VALUES - Service Oriented - Vision Driven - Partnering and Collaboration - Accountability - Continuous Improvement		1. Meet COMMUNITY NEEDS with optimal use of community resources	2. Build FINANCIAL SUSTAINABILITY for our City	3. Ensure CORE INFRASTRUCTURE to meet community needs	4. Proactively MANAGE GROWTH in line with our vision & decision principles
		2018-2020 KEY OBJECTIVES			
		- All community needs & chosen priorities funded at defined service levels by 2020 - Improve efficiency: Six (6) process improvements completed annually	- Balanced Budget (with reserve funded AND community needs and high priority wants funded) - Improve Bond Rating from AA to AAA	- Infrastructure capacity - Corrective Maintenance/ Preventive Maintenance %	"Jobs" Ready Land/Residential "Ready" Land - Green Space per capita - Infrastructure capacity
		2018-2020 KEY INITIATIVES			
		- Define and prioritize service levels, including performance measures - Implement Lean city-wide - Develop technology roadmap - Evaluate service delivery models - Develop community engagement and communications strategy	- Update all Financial Policies to GFOA best practices - Open and transparent program-based budget - Update Utility Rates, Impact Fees, SDC's - Revenue Strategy (overall size and diversification) - Develop Long-Term Financial Plan, Including Capital Programs	- Complete Condition assessment on all core infrastructure and facilities - SR500 corridor strategy with a Lake-Everett Intersection plan - Infrastructure and facilities capacity plan - Asset Management System specified - Water & Sewer Level of Service Analysis	- Protect Backdrop of Lacamas Lake on North Shore - Prioritize, fund & implement an updated Parks Recreation Open Space (PROS) plan - Complete Grass Valley subarea plan - Transportation Capital Facilities Plan and level of service analysis
		Enhance tools and processes to improve communications: within departments, across departments, and with Council.			

Updated as of 2017

BUDGET IMPACT: There are no anticipated budget impacts with the future adoption of the development agreement. Future costs to the city will be with maintenance and service to the new development once completed. Any future capital improvement project from the city will need Council approval and will be an agenda item in the future, if needed.

RECOMMENDATION: The City Council Directed the City Attorney to draft a Resolution for the approved Development Agreement with HSR Capital. Staff recommend council approve Resolution 26-015.

RESOLUTION NO. 26-015

A RESOLUTION approving a Development Agreement for real properties located within the North Shore area between the City of Camas and ICG Camas 252nd LLC, HSR DEV-Mills LLC, Camas Woods LLC, and HSR Camas Woods P2 LLC, pursuant to RCW Chapter 36.70B and Camas Municipal Code 18.55.340.

WHEREAS, ICG Camas 252nd LLC, HSR DEV-Mills LLC, Camas Woods LLC, and HSR Camas Woods P2 LLC are the owners of real property situate in the City of Camas, and

WHEREAS, the property owners have negotiated a development agreement with the City including a Master Plan to govern the development of the property, and

WHEREAS, the City Council held a public hearing on the proposed development agreement on August 17, 2026, at which time it considered all testimony from all interested parties, and

WHEREAS, pursuant to RCW 36.70B170 and Camas Municipal Code 18.55.340, the City of Camas and property owners are authorized to enter into a Development Agreement that sets forth the development standards and other provisions that apply to, govern, and vest the development, use, and mitigation of the described property, and

WHEREAS, the City Council finds that the agreement has been reviewed by the Community Development Director, and has been found to meet applicable planning requirements, and

WHEREAS, the City Council desires to approve the development agreement,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CAMAS AS FOLLOWS:

SECTION I

That certain development agreement between the City of Camas and ICG Camas 252nd LLC, HSR DEV-Mills LLC, Camas Woods LLC, and HSR Camas Woods P2 LLC is hereby approved. The Mayor is authorized and instructed to sign the agreement on behalf of the City of Camas.

SECTION II

The development agreement shall be recorded with the Clark County Auditor pursuant to the requirements of RCW 36.70B.190.

ADOPTED by the Council of the City of Camas, and approved by the Mayor this ____ day of _____, 2026.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney

After recording, return to:

Steve Morasch
Landerholm P.S.
P.O. Box 1086
Vancouver, WA 98666

Space Above for Recording Information Only

DEVELOPMENT AGREEMENT

This Development Agreement (the “Agreement”) is made and entered into by and between the CITY OF CAMAS, a Washington Municipal Corporation (hereinafter referred to as the “City”) and ICG CAMAS 252ND LLC (owns APN 178175000) and HSR DEV - MILLS LLC (owns APN 177885000) (hereinafter referred to collectively as the “North Shore Developer”); and CAMAS WOODS LLC (owns APN 178140000) and HSR Camas Woods P2 LLC (owns APN 178159000, APN 178169000, and APN 178108000) (hereinafter referred to collectively as the “Camas Woods Developer”). The North Shore Developer and the Camas Woods Developer are referred to individually as a Developer and collectively as the “Developers”. The City, North Shore Developer and Camas Woods Developer are collectively referred to as “Parties”.

RECITALS

WHEREAS, North Shore Developer owns or controls certain real property that is located within the City’s municipal boundary with the following tax identification numbers: 178175000 and 177885000 and that is more particularly described in **Exhibit A-1** and incorporated by reference herein (together, the “North Shore Property”);

WHEREAS, Camas Woods Developer owns or controls certain real property that is located within the City’s municipal boundary with the following tax identification numbers: APN 178140000, APN 178159000, APN 178169000, and APN 178108000 and that is more particularly described in **Exhibit A-2** and incorporated by reference herein (together, the “Camas Woods Property”);

WHEREAS, the North Shore Property and the Camas Woods Property are referred to individually as a “Property” and collectively as the “Properties;”

WHEREAS, the City and the Developers recognize this area will develop with multiple uses and wish to provide predictability about the development standards that will apply to the Properties over the course of its full development in order to increase efficient use of urban

services and land, and provide compatibility amongst the various phases of the Properties as they develop, including planning for advance funding for transportation improvements, predictable infrastructure and regulations, parks, trails and open spaces; and,

WHEREAS, the City is a Washington municipality with land use planning and permitting authority over all land within its limits; and,

WHEREAS, pursuant to RCW 36.70B.170, a Development Agreement may set forth the development standards and other provisions that shall apply to, govern and vest the development, use and mitigation of the development of real property for the duration specified in the agreement; which statute provides:

(1) A local government may enter into a Development Agreement with a person having ownership or control of real property within its jurisdiction. A city may enter into a development agreement for real property outside its boundaries as part of a proposed annexation or a service agreement. A development agreement must set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement. A development agreement shall be consistent with applicable development regulations adopted by a local government planning under chapter 36.70A RCW; and

WHEREAS, the legislative findings supporting the enactment of this section provide: The legislature finds that the lack of certainty of the approval of development projects can result in a waste of public and private resources, escalate housing costs for consumers and discourage the commitment to comprehensive planning that would make maximum efficient use of resources at the least economic cost to the public. Assurance to a development project applicant that upon government approval the project may proceed in accordance with existing policies and regulations, and subject to conditions of approval, all as set forth in a development agreement, will strengthen the public planning process, encourage private participation and comprehensive planning, and reduce the economic cost of development. Further, the lack of public facilities and services is a serious impediment to development of new housing and commercial uses. Project applicants and local governments may include provisions and agreements whereby applicants are reimbursed over time for financing public facilities. It is the intent of the legislature by RCW 36.70B.170 through 36.70B.210 to allow local governments and developers of real property to enter into development agreements; and,

WHEREAS, for the purposes of this Agreement, “Development Standards” includes, but is not limited to, all of the standards listed in the Master Plan attached hereto as **Exhibit B**, as applicable to the North Shore Property and RCW 36.70B.170(3); and CMC 18.55.340 as applicable to the Properties; and,

WHEREAS, the City will be making necessary updates to its Capital Facilities Plan (CFP) and Transportation Improvement Project (TIP) list, of which North Shore Boulevard and SR 500 are transportation corridors of regional importance; and,

HSR-NORTH SHORE DEVELOPMENT AGREEMENT - 2
HSRD01-000001 – 7499080.1

WHEREAS, Developer has agreed to place the road alignment for the North Shore Developer's responsible portion of Northshore Boulevard at the City's preferred location and the SR 500 and Everett Drive roundabout as will be set forth in the CFP, City's circulation plan documents, and TIP list; and,

WHEREAS, certain offsite transportation improvements are located in unincorporated Clark County and will require cooperation and agreement with that jurisdiction.

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

Section 1. Development Agreement. This Agreement is a Development Agreement to be implemented under the authority of and in accordance with RCW 36.70B.170 through RCW 36.70B.210. It shall become a contract between the Developer and the City upon its approval by ordinance or resolution following a public hearing as provided for in RCW 36.70B.170; and upon execution by all parties. The City is authorized to enter into this Agreement pursuant to CMC 18.55.340.

Section 2. Term of Agreement. This Agreement shall commence upon the Effective Date, and shall be valid for a period of Fifteen (15) years; unless extended or terminated by mutual consent of the Parties; provided however, if this Agreement or any initial land use applications related to the Property and filed within one year of the effective date of this Agreement, are appealed, the term of this Agreement shall be tolled for the time during which the appeal is pending or 18 months, whichever is less. The "Effective Date" shall be the date of recording, which shall occur within thirty (30) days of the date of the adopting Resolution.

Section 3. Vesting. Any land use applications submitted with respect to the Properties during the term of this Agreement, shall be vested to the following land use regulations and Development Standards in effect on the Effective Date of this Agreement CMC Title 16.01-16.19; CMC 16.31; CMC Title 17 and CMC Title 18 (through Ordinance 24-007), unless otherwise provided for within the Master Plan. Any land use approvals currently in effect and land use approvals affecting the Properties issued after the Effective Date of this Agreement shall remain in effect during the term of this Agreement; provided however, that preliminary plat approvals shall be valid for a period of ten (10) years from the date of the approval, regardless of whether the end of such ten years occurs during or after the term of this Agreement and Developers shall have the right to seek extensions to such preliminary plat approvals pursuant to the relevant provisions of the CMC. The vesting provided for under this Agreement shall not apply to System Development Charges, Impact Fees or application or review fees, which shall be assessed at the then-current rates.

The City shall have no liability for any damages or losses suffered by a Developer or the Developer's successors if a federal or state agency takes action that voids, nullifies or preempts the City's agreement to permit vesting under this Agreement. Each of the Developers and Developers' successors shall further indemnify and hold harmless the City from any and all liability stemming from their development, including third party liability, under any applicable state or federal regulations including, but not limited to, the Clean Water Act, for any actual or alleged violation of

said regulations arising from the City's agreement to allow the vesting described in this section, or in the event said third party or agency challenges the adoption of this Agreement within the applicable timeframes. In such event, the City, in its sole discretion, may require a Developers or the Developer's successors to post a bond in an amount deemed reasonably sufficient to cover all costs and expenses associated with any claim or action for liability stemming from their development as described herein, including reasonable attorney's fees to be incurred by the City in defending any third party claim.

Upon notice of any claim or action for liability against City relating to this Section, the City shall timely notify the Developer or Developer's successors of their duties for indemnification of the City. Within ten (10) days of such notice, the Developer may, at Developer's sole discretion, revoke its vested rights to the City's current standards arising under this section by giving written notice of such revocation to the City. Upon such revocation, the Developers shall have no further liability to the City or obligation to indemnify the City, including any obligation to post the bond described in this Section. The Developer may choose to waive the vesting provided for in this Section, if it notifies the City in writing. In that event, any fully complete development application submitted to the City and relating to the property, shall vest to the rules and regulations in effect at the time such application is submitted to the City. If the Developer chooses to waive the vesting provided for in this Section, then all vested rights created in this Section shall become null and void.

Section 4. Master Plan. Attached as **Exhibit B** and incorporated by reference herein is the Master Plan for the development of the North Shore Property. The Master Plan provides for a variety of housing types and lot sizes, as well as commercial development in a mixed use environment. The Master Plan provides the Parties with predictability regarding certain aspects of the future development of the Property, including access locations on to public streets and any associated offsite improvements related to transportation. The standards within the Master Plan, or those substantially similar to the standards in the Master Plan, shall be controlling on the future development of the North Shore Property.

Section 4.1 Environmental Review. Pursuant to the State Environmental Policy Act (SEPA), piecemeal environmental review is to be discouraged. As such, the Parties wish for SEPA review for the North Shore Property to be accomplished as part of the Agreement for as many of the North Shore Property's potential adverse environmental impacts as can be reasonably analyzed, based upon current information contained within the SEPA checklist submitted with this Agreement, including, but not limited to, a Traffic Impact Analysis, Critical Areas Report, and GIS data as to off-site storm water impacts. This review is done under the Consolidated Review provisions of SEPA. The SEPA Checklist attendant with this Agreement identifies various potential adverse impacts including transportation, wetlands, sewer, water, and storm water. The Checklist also identifies a variety of technical reports or information that provides a basis for the proposed mitigation or partial mitigation of these impacts. It is the intent of this Agreement and its attendant SEPA process, to have the City issue a Threshold Determination (as that term is utilized in RCW 43.21C) on the identified conceptually proposed impacts of the development of the North Shore Property. Uses and impacts that are identified at future stages of the development, including but not limited to,

Site Plan approval, Preliminary Plat approval, Short Plat approval or building permit approvals that have been previously analyzed through this or other SEPA processes, shall not be re-analyzed on the condition that the future identified adverse impacts, in the sole discretion of the City, are substantially similar to and of the same or less intensity as those previously analyzed under this or other SEPA processes. Nothing in this Section shall preclude the City from requesting information, at the cost of the Developer, on the potential adverse environmental impacts associated with a specific land use application that has not been previously identified or analyzed as required under the State Environmental Policy Act.

Section 4.2 Phasing.

4.2.1 Description of Phasing. The Parties agree that site development of the North Shore Property at buildout will occur consistent with the phasing depicted in the Master Plan and the City's preliminary plat procedures set forth in CMC 17.11.030. Site development at buildout is expected to include a mix of single-family residential, multi-family residential, commercial retail and mixed-use lands. The Parties agree to the following phasing structure of the Subdivision:

Phase 1 will include townhouses and single-family detached residences, a portion of North Shore Boulevard (NSB) that includes the intersection with N 56th Ave extending to the northwestern point at which the road is expected to begin to curve to the north and be constructed by an adjacent developer. Phase 1 also includes improvements to the county roads (NE 252nd Ave and NE 3rd St), construction of the off-site utilities and path down to Leadbetter Road, clearing and mass grading of the full site outside of the critical areas and defined tree preservation areas, and necessary stormwater facilities for the phase.

Each subsequent phase will construct the respective frontage of NSB as depicted in the attached exhibit and labeled as Phases 2A, 3A, 4A and 6A. In the event that an adjacent development needs NSB constructed in a more expedited timeline than the North Shore Developer, the North Shore Developer will work with the adjacent developer to grant a construction easement or dedicate right-of-way over phases 2A, 3A, 4A, & 6A.

Phase 2B will include detached single-family residences. The portion of NSB displayed within Phase 2A is reserved to allow for greater roadway alignment flexibility for eventual continuation of North Shore Boulevard to the north allowing for the city to determine the best location of intersection alignment. If deemed not necessary for the construction of NSB, this area will be adjusted into the lots or retained as a tract.

Phase 3B will include multi-family residential and mixed-use (ground floor commercial with residential above).

Phase 4B will include the commercial zone, with the allowed residential units

above the ground floor commercial.

Phase 5 will include a combination of multi-family residential, mixed use (ground floor commercial with residential above), commercial, and permanent stormwater facilities.

Phase 6B will include single-family detached residences, and permanent stormwater facilities.

After Phase 1 is complete, the order in which the subsequent phases are constructed could be adjusted provided that access and utilities are included to serve the respective phase. Phasing for the Camas Woods Property is also described in the preliminary plat for the Camas Woods Subdivision (SUB24-1002).

- 4.2.2 Boundaries of the phases may be adjusted with approval.** The City also agrees to allow the boundaries of individual phases to be adjusted through final engineering review upon approval of the City Engineer.
- 4.2.3 Timing for Final Plats.** Developers shall have until the expiration of the Agreement to record any Final Plat for their respective Properties, subject to the City's preliminary plat procedures. The Developers may also record final plats for the individual phases without the completion of all required infrastructure improvements, provided that the Developer submits a subdivision improvement bond or other financial security and all relevant improvements are engineered, pursuant to CMC 17.21.

Section 4.3 Transportation. Kittelson and Associates, Inc. (North Shore Developer's transportation engineers, "Kittelson") and the City have analyzed the transportation impacts of the full development (based upon the Master Plan in Exhibit B) of the North Shore Property as identified in the transportation impact analysis attached hereto as **Exhibit C** and incorporated by reference. Based upon the Kittelson transportation impact analysis, the North Shore Property at full development will increase the existing number of vehicle trips on the transportation system by 125 net new weekday AM peak hour, 157 net new weekday PM peak hour and 1,831 net new average daily trips. Based upon Kittelson's and the City's analysis as well as Clark County and WSDOT feedback, the future development of the Property will be conditioned upon the reasonable funding within six (6) years of, the critical links and intersections provided for in the Comprehensive Plan and the other mitigation measures provided for in Exhibit C. The City agrees to consider and use best efforts, as a part of the 2025 annual review process, to include the North Shore Boulevard onto the City of Camas six (6) year transportation improvement project list within the CFP as a reasonably funded project. The Parties agree that North Shore Developer's obligation to construct critical links and intersections depicted in Exhibit B shall be limited to North Shore Developer's construction of North Shore Developer's proportional share of extending Northshore

Boulevard and providing right of way dedication to 3rd Street and 252nd Avenue.

The North Shore Property shall be vested during the term of this Agreement with 157 net new weekday PM peak hour, 125 net new weekday AM peak hour and 1,831 net new average daily trips and no additional off site transportation mitigation or analysis will be required during the term of this Agreement; provided, however, that in the event North Shore Developer proposes uses or intensities of uses that would cause the total number of weekday AM, PM Peak, or Average Daily trips to exceed the number of trips analyzed as part of this Agreement, then the City may require, and North Shore Developer shall provide, additional transportation analysis and lawful mitigation for those increased trips. The transportation vesting provided for in this Section shall be subject to the mitigation measures and the timing provided for in the Master Plan and Exhibit C. Some of the transportation improvements may be on the City's Transportation Capital Facility Plan. North Shore Developer or its successor in interest to the Property, upon construction of such qualifying transportation improvement, shall be eligible to apply for Transportation Impact Fee Credits pursuant to CMC Chapter 3.88, but only if such improvements are eligible for Credits under the City's applicable Capital Facilities Plan and Transportation Impact Fee programs.

The City and North Shore Developer also acknowledge that there will be no offsite intersection improvements needed at NE 28th Street and NW 232nd Avenue in accordance with the Kittelson transportation impact analysis because this development sends less than 5 trips to that intersection. No mitigation shall be required for the SR 500 (NE Everett Street) and NE 14th Avenue because this development does not send any trips to the eastbound approach during the evening peak hour.

The Camas Woods Property shall be vested for the number of trips described in the approved preliminary plat for the Camas Woods Subdivision (SUB24-1002).

Section 4.4 Specific Design Standards.

4.4.1 Streetscape. North Shore Developer has incorporated into its Master Plan streetscape standards for primary streets within the North Shore Property addressing street specifications, tree spacing and species, sidewalk separation, trash receptacles, benches and other street amenities that will create an inviting, safe passage for not only vehicular but pedestrian and bicycle traffic. Streetscape standards will be consistent with the streetscape standards identified in the Master Plan, including the following:

- 1) There shall be no parking lane on either side of North Shore Boulevard abutting residential uses. The right-of-way for North Shore Boulevard shall be reduced from 80 feet to 68 feet abutting residential uses where parking lanes are not provided.
- 2) North of the intersection with N 56th Ave, the multi-use sidewalk along North Shore Boulevard (NSB) shall be attached to the curb/street and the 5-foot

planter strip shall be located between the back of the sidewalk and property line. However, if the adjacent north development gains approval to construct a portion of NSB on parcel #177891-000, then the sidewalk north of N 56th Ave will be detached with the planter strip separating the roadway from the sidewalk.

- 3) The minimum centerline radius of North Shore Boulevard shall be reduced to 200' or less near the intersection with N 56th Ave to accommodate the roundabout.
- 4) There shall be no public utility easement along the east side of North Shore Boulevard adjacent to Tract B.
- 5) Any parking lanes provided along North Shore Boulevard adjacent to the commercial or mixed-use zones shall count towards meeting the commercial parking requirements, at the rate of one parking space per 20 lineal feet of parking lane. Parking space striping to be included with final engineering design.
- 6) A reduction in the 660' minimum access spacing per the Camas engineering design standard shall be allowed to accommodate a driveway onto North Shore Boulevard for the multi-family and mixed-use site plan in Phase 3 (proposed lots 109 and 110).
- 7) The design speed for North Shore Boulevard shall be 25 MPH for the entire road section within the Property.
- 8) The 300-foot minimum driveway setback from arterial roadways set forth in Table 3 of the Camas design shall be reduced to 200 feet from the North Shore Boulevard intersection with N 56th Ave.

During the land use application phase subsequent to the adoption of this Agreement, proposed streetscape standards that are not substantially similar to those standards within the Master Plan may be adopted upon mutual agreement of the City and the North Shore Developer.

4.4.2 Lighting. This Project uses dark sky compatible street lights and LED lamps.

4.4.3 Development of Commercial Lands. The development of the commercial lands within the North Shore Property shall be consistent with the standards and provisions identified in the Master Plan. During the land use application phase subsequent to the adoption of this Agreement, proposed development standards that are not substantially similar to those standards within the Master Plan may be adopted upon mutual agreement of the City and North Shore Developer.

4.4.4 Public Art. North Shore Developer agrees to dedicate land for a permanent public art installation in the general location depicted in the Master Plan, which shall be publicly visible and accessible and shall be generally as described in the Master Plan.

4.4.5 Early Grading. The North Shore Developer shall be allowed to submit an application for an early clearing and grading permit for review and approval prior to the submittal of the first phase of final engineering to allow early tree and vegetation removal, grading and rock blasting. Erosion control BMP's will be included in and maintained throughout the early clearing and grading permit activities.

Section 4.5 Stormwater. The North Shore Property will send most of its stormwater runoff via controlled, piped conveyance following water quality treatment through the easement described in Section 4.6.2 for direct discharge into Lacamas Lake. The remainder of the stormwater runoff will be managed on-site meeting City of Camas and WA Department of Ecology standards for discharge towards wetlands that ultimately drain towards Lacamas Lake.

Section 4.6 City Easements.

4.6.1 Temporary Grading Easement on City Parcel. The City Parcel south of the North Shore Property has a rolling and hummocky topography. Several of the hummocks are located on the property line between the City Parcel and North Shore Property. The varied topography along the property lines will result in cut and fill slopes to enable flatter areas to be graded onsite. Therefore, the Parties agree that it is mutually beneficial for the City to grant North Shore Developer temporary grading easements ("TGE") to resolve the aforementioned topographical challenges that are present on the common property line between the City Parcel and the North Shore Property. The TGEs will allow beneficial grading to occur on both parcels to the mutual benefit of the Parties, as well as allow North Shore Boulevard to be developed adjacent to the City Parcel. The TGEs will include appropriate erosion control methods to be implemented in conjunction with grading. Permanent reforestation plantings consistent with forestry industry standards of +/-250 seedlings per acre of Douglas-fir or approved alternative evergreen conifers will be established concurrent with erosion control establishment. Standard maintenance and warranty bond for plant establishment and survival will be documented and approved by the City prior to grading acceptance. The legal description for the TGEs are attached as **Exhibit D & E**.

4.6.2 Permanent Easement. The City shall grant a perpetual non-exclusive easement over the property described in **Exhibit F** to provide access to Leadbetter Road for emergency services, utilities, stormwater and pedestrian access benefitting the North Shore Property.

4.6.3 North Shore Boulevard Easement. The City shall provide an appropriate easement over the property described in **Exhibit G** to allow the construction of North Shore Boulevard as shown in the Master Plan.

Section 4.7 City to Reimburse Developer for Upsizing Onsite Water Trunk Lines.

4.7.1 *Temporary Water Service from Leadbetter Road*

A temporary water main connection from Leadbetter Road to the North Shore Property may be required to provide interim water service to the Property prior to construction of the permanent water transmission main within North Shore Boulevard identified in the City's Water System Plan ("WSP"), incorporated herein by reference.

Any temporary water main installed to serve the Property shall be sized and constructed by the North Shore Developer at its sole cost and expense and shall not be eligible for reimbursement or System Development Charge ("SDC") credits from the City. The Developer acknowledges that this temporary line is intended only to provide interim service until the permanent water transmission main within North Shore Boulevard is constructed and connected.

4.7.2 *Permanent North Shore Boulevard Water Transmission Main*

The City's WSP identifies a future water transmission main along the North Shore Boulevard corridor. The City requires construction of a 24-inch water transmission main along the full stretch of North Shore Boulevard as part of the ultimate water system improvements.

To the extent the City requires installation of a larger diameter main than would otherwise be necessary to serve the development, the City agrees that the Developer shall be eligible for SDC credits for the verified incremental cost associated with upsizing the permanent water main to the 24-inch diameter required by the City.

SDC credits shall be calculated based on the documented difference between the cost of the water main required to serve the development and the cost of the upsized 24-inch transmission main, and shall be issued upon completion and acceptance of the improvements by the City.

4.7.3 *Everett Street Water Transmission Main*

Two sections of water main line are identified within the City's WSP as being located on the Camas Woods Property: (1) the portion of 24" water main "PS-02" that fronts Camas Woods and goes through the roundabout and (2) the portion of 12" water main "D-08" that extends from the 24" in the roundabout, north to 8th Street (future N 50th Avenue). The City agrees that Camas Woods Developer shall be reimbursed the full and verified cost of these improvements through SDC credits issued by the City, at the time improvements are accepted by City inspector.

Section 4.8 Impact Fee Credits and Reimbursement; Latecomers Agreements. Developers or successor in interest to either of the Properties, upon construction of such qualifying improvements, shall be eligible to apply for impact fee credits, including for schools, traffic, fire, parks, stormwater, sanitary and water for such Property. The Parties agree that the City shall include updated cost estimates for the roundabout at SR 500 and Everett Drive, the roundabout at North Shore Boulevard and N 56th Ave, and North Shore Developer's design of its proportional share of North Shore Boulevard (as depicted in the Master Plan) within the City's Transportation System Plan ("TSP") and that Camas Woods Developer shall be eligible for all available impact fee credits upon completion of the SR 500 and Everett Drive roundabout and North Shore Developer will be eligible for all available impact fee credits upon completion of the roundabout at North Shore Boulevard and N 56th Ave, and Developer's proportional share of North Shore Boulevard.

- 4.8.1 The City shall defer payment of all traffic impact fees on each of the Properties until the City has issued all eligible traffic impact fee credits to which such Developer is entitled pursuant to this Agreement.
- 4.8.2 If the City does not incorporate the roundabout at North Shore Boulevard and N 56th Ave into the TSP updates, then the roundabout would not be required to be constructed. An alternative intersection control type could be constructed at this intersection, adhering to appropriate engineering standards. North Shore Developer would be eligible for all available impact fee credits upon completion of this intersection commensurate with the Developer's proportional share of North Shore Boulevard.
- 4.8.3 In addition to SDC credits or reimbursement for the water mains described in Section 4.7, Developers shall be entitled to any impact fee or SDC credits allowable under City code for any upsizing of water, sewer or stormwater facilities of their Property.
- 4.8.4 In addition to impact fee or SDC credits described in Section 4.8.3, above, Developers shall be entitled to apply to the City for a latecomer's agreement for any oversizing of sewer, water or stormwater facilities constructed for their Property that benefits other properties.

Section 4.9 Dedication and Management of Public Amenities. Developer will dedicate and convey ownership to the City of Tract A located north of the North Shore Boulevard and 56th Avenue roundabout as shown on the Master Plan's open space sheet and consistent with the phasing depicted in the Master Plan. All other tracts within the Master Plan to be owned and maintained by the Home Owners Association (HOA).

Section 4.10 Land Use Designations. The City and North Shore Developer agree that the North Shore Property shall develop consistent with the land use designations and density set forth in the Master Plan depicted in Exhibit B. The allowed uses for the Property shall be those uses listed in the Master Plan's Design Guidelines and those uses permitted (outright, conditionally, or otherwise)

within the base zone of any relevant portion of the North Shore Property. To the extent the allowed uses set forth in the Master Plan's Design Guidelines and the uses allowed under the base zoning for any relevant portion of the North Shore Property conflict, the uses set forth in the Master Plan's Design Guidelines shall control. The Camas Woods Property shall be developed per the approved preliminary plat for the Camas Woods Subdivision (SUB24-1002) unless the Camas Woods Developer applies for and obtains approval from the City for any modifications or revisions to the approved preliminary plat.

- 4.10.1 Since the North Shore Property is split zoned and the North Shore Subarea Plan allows flexibility, the density shall be calculated for the North Shore Property as a whole based on the area of each individual zone but the density may be allocated to any portion of the Property. For avoidance of doubt, higher density may be allowed in the North Shore Lower Density Residential (LD-NS) zone, as long as the overall density for the North Shore Property as a whole is within allowable limits.
- 4.10.2 Residential dwelling units shall be allowed over the ground floor commercial use in the North Shore Commercial (C-NS) zone of the North Shore Property. Ground floor residential uses shall be limited to an entry lobby.

Section 5. Process. The preliminary plat for Camas Woods Property has been approved in the Camas Woods Subdivision (SUB24-1002). Subsequent to the approval of this Agreement, the City and North Shore Developer agree that subdivision and future development of the North Shore Property will be achieved through a subdivision application subject to the provisions in CMC Chapter 17.11. The subdivision application will be processed as a Type III decision subject to a hearing and city final decision by the hearings examiner pursuant to the provisions in CMC Chapter 18.55.030(C). The approval of any multi-family development will proceed forward through a Type II site plan review process under CMC Chapter 18.18 and Chapter 18.55. The entitlement of industrial and commercially zoned lands within the Property will be concurrently processed under the City's site plan review standards within CMC Chapter 18.18 and under Chapter 18.55. Design review for North Shore residential shall be processed as a Type I decision to be rendered by the City's Community Development Director or designee and be approved consistent with the design standards set forth in the Master Plan. The application shall be substantially similar to the Master Plan. Any aspects of a land use application relating to the North Shore Property that are not substantially similar to the Master Plan shall be reviewed under the applicable regulations as if no Master Plan had been approved.

Section 6. Remedies. Should a disagreement arise between the City and a Developer regarding the interpretation and application of this Agreement, the Parties agree to attempt to resolve the disagreement by first meeting and conferring. If such meeting proves unsuccessful to resolve the dispute, the disagreement may be resolved by judicial action filed in the Clark County Superior Court in the State of Washington consistent with the terms in Section 8, below. However, no party may initiate litigation without first providing the other party notice of the matter in dispute and a reasonable opportunity to cure the matter. It is understood that the North Shore Developer is

responsible only for matters pertaining to the North Shore Property and the Camas Woods Developer is responsible only for matters pertaining to the Camas Woods Property.

Section 7. Performance. Failure by either party at any time to require performance by the other party of any of the provisions hereof shall in no way affect the parties' rights hereunder to enforce the same, nor shall any waiver by a party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this non-waiver clause.

Section 8. Governing Law and Venue. This Agreement shall be construed in accordance with, and governed by the laws of the State of Washington. The parties agree to venue in the Superior Court for Clark County, State of Washington, to resolve any disputes that may arise under this Agreement.

Section 9. Severability. This Agreement does not violate any federal or state statute, rule, regulation or common law known; but if any provision is found to be invalid or in violation of any statute, rule, regulation or common law, it shall be considered null and void, with the remaining provisions remaining viable and in effect.

Section 10. Inconsistencies. If any provisions of the Camas Municipal Code or Master Plan are deemed inconsistent with the provisions of this Agreement, the provisions of this Agreement shall prevail.

Section 11. Binding on Successors and Recording. The rights and obligations created by this Agreement are assignable and shall be binding upon and inure to the benefit of Developers, the City, and their respective heirs, successors and assigns. Only Developers and the City or their successors and assigns shall have the right to enforce the terms of this Agreement. This Agreement shall be recorded against the real property described in Exhibit A-1 and A-2 with the Clark County Auditor.

Section 12. Recitals. Each of the recitals contained herein are intended to be, and are incorporated as, covenants between the parties and shall be so construed.

Section 13. Amendments. This Agreement may only be amended by mutual, written agreement of the Parties affected by the amendment that is approved by the City pursuant to a Type IV legislative process as set forth in the CMC. While nothing contained herein shall be construed to obligate either party to amend the Master Plan, it is recognized that future evolution of the Project and the City may warrant consideration of such issues. The City reserves the authority to impose new or different regulations to the extent required by a serious threat to public health and safety pursuant to RCW 36.70B.

Section 14. Agreement to Run with the Land. For the term of this Agreement, the benefits and obligations of this Agreement shall run with the land and continue following the completion of the Project or transfer of ownership to either of the Developer's successors and assigns.

Section 15. Recording. This Agreement shall be recorded with the Clark County Auditor's Office.

Section 16. Notices. All notices, requests, demands, and other communications called for or contemplated by this Agreement shall be in writing, and shall be duly given by mailing the same by certified mail, return receipt requested; or by delivering the same by hand, to the following addresses, or to such other addresses as the Parties may designate by written notice in the manner aforesaid:

HSR DEV - MILLS LLC
 ICG CAMAS 252ND LLC
 CAMAS WOODS LLC
 HSR CAMAS WOODS P2 LLC

And to its Attorney:
 Steve C. Morasch
 Landerholm P.S.
steven@landerholm.com
 P.O. Box 1086
 Vancouver, WA 98666

City of Camas
 Community Development Department
Communitydevelopment@cityofcamas.us
 616 NE 4th Avenue,
 Camas, WA 98607

Section 17. Interpretation. This Agreement has been reviewed and revised by legal counsel for both Parties, and no presumption or rule construing ambiguity against the drafter of the document shall apply to the interpretation or enforcement of this Agreement. Nothing herein shall be construed as a waiver of the City's constitutional and statutory powers. Nothing herein shall be construed or implied that the City is contracting away its constitutional and statutory powers, except as otherwise authorized by law.

Section 18. Authority. Each signatory to this Agreement represents and warrants that he or she has full power and authority to execute and deliver this Agreement on behalf of the Party for which he or she is signing, and that he or she will defend and hold harmless the other Parties and signatories from any claim that he or she was not fully authorized to execute this Agreement on behalf of the person or entity for whom he or she signed. Upon proper execution and delivery, this Agreement will have been duly entered into by the Parties, will constitute as against each Party a valid, legal and binding obligation that shall run with the land, and will be enforceable against each Party in accordance with the terms herein.

Section 19. Delays. If either Party is delayed in the performance of its obligations in this Agreement due to Force Majeure, then performance of such obligation shall be excused for the period of delay. Force Majeure means extraordinary natural events or conditions such as war, riot, labor disputes, or other causes beyond the reasonable control of the obligated party. The City's or Developer's inability to fund, or decision not to fund, any of its obligations shall not be an acceptable reason for delay.

Section 20. No Third Party Beneficiary. This Agreement is made and entered into for the sole protection and benefit of the parties hereto and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

Section 21. Attorneys' Fees. In any judicial action to enforce or determine a party's rights under this Agreement, the prevailing party (or the substantially prevailing party, if no one party prevails entirely) shall be entitled to reasonable attorneys' fees, expert witness fees, and costs, including fees and costs incurred in the appeal of any ruling of a lower court.

Section 22. Cooperation in Execution of Documents. The Parties agree to properly and promptly execute and deliver any and all additional documents that may be necessary to render this Agreement practically effective. This Paragraph shall not require the execution of any document that expands, alters or in any way changes the terms of this Agreement.

Section 23. Full Understanding. The Parties each acknowledge, represent and agree that they have read this Agreement; that they fully understand the terms thereof; that they have had the opportunity to be fully advised by their legal counsel and any other advisors with respect thereto; and that they are executing this Agreement after sufficient review and understanding of its contents.

Section 24. Final and Complete Agreement. This Agreement is integrated and constitutes the final and complete expression of the Parties on all subjects relating to the development of the Property. This Agreement may not be modified, interpreted, amended, waived or revoked orally, but only by a writing signed by all Parties. This Agreement supersedes and replaces all prior agreements, discussions and representations on all subjects discussed herein, without limitation. No Party is entering into this Agreement in reliance on any oral or written promises, inducements, representations, understandings, interpretations or agreements other than those contained in this Agreement and the exhibits hereto.

IN WITNESS WHEREOF, the parties hereto have caused this to be executed as of the dates set forth below:

CITY OF CAMAS

By _____

Its _____

ICG CAMAS 252ND LLC,
a Washington Limited Liability Company

By _____

Its _____

HSR DEV - MILLS LLC,
a Washington Limited Liability Company

By _____

Its _____

CAMAS WOODS LLC,
a Washington Limited Liability Company

By _____

Its _____

HSR-NORTH SHORE DEVELOPMENT AGREEMENT - 16
HSRD01-000001 – 7499080.1

HSR CAMAS WOODS P2 LLC,
a Washington Limited Liability Company

By _____
Its _____

STATE OF WASHINGTON)
) ss.
County of _____)

 This record was acknowledged before me on _____, 2026 by _____ as
_____ of the City of Camas.

NOTARY PUBLIC FOR WASHINGTON
My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
County of _____)

 This record was acknowledged before me on _____, 2026 by _____ as
_____ of the ICG CAMAS 252ND LLC, a Washington limited liability company.

NOTARY PUBLIC FOR WASHINGTON
My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
County of _____)

 This record was acknowledged before me on _____, 2026 by _____ as
_____ of the HSR DEV - MILLS LLC LLC, a Washington limited liability company.

NOTARY PUBLIC FOR WASHINGTON
My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
 County of _____)

This record was acknowledged before me on _____, 2026 by _____ as
 _____ of the CAMAS WOODS LLC, a Washington limited liability company.

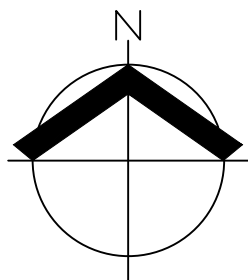
 NOTARY PUBLIC FOR WASHINGTON
 My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
 County of _____)

This record was acknowledged before me on _____, 2026 by _____ as
 _____ of the HSR CAMAS WOODS P2 LLC, a Washington limited liability company.

 NOTARY PUBLIC FOR WASHINGTON
 My Commission Expires: _____

AKS DRAWING FILE: 9095 20260423 MASTER RENDERING.DWG | LAYOUT: LAYOUT1



MASTER PLAN - OVERALL RENDERING

VILLAGE AT NORTH SHORE CAMAS, WASHINGTON

AKS
AKS ENGINEERING & FORESTRY, LLC
900 NE 125TH AVE, STE 2320
VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

Item 9

JOB NUMBER:	9095
DATE:	5/11/2026
DESIGNED BY:	AKS
DRAWN BY:	JTG
CHECKED BY:	BDH

MP-01

MASTER PLAN - DEVELOPMENT PLAN
VILLAGE AT NORTH SHORE
CAMAS, WASHINGTONJOB NUMBER: 9095
DATE: 6/22/2026
DESIGNED BY: AKS
DRAWN BY: JTG
CHECKED BY: BDH

MP-02

PHASING:

PHASE 1: TOWNHOUSES, DETACHED SINGLE-FAMILY RESIDENCES, PORTION OF NORTH SHORE BOULEVARD, OFF-SITE COUNTY ROADWAY IMPROVEMENTS, OFF-SITE UTILITIES AND PATH TO LEADBETTER ROAD, STORMWATER FACILITIES, CLEARING AND MASS GRADING OF FULL SUBDIVISION.

PHASE 2A & 2B: DETACHED SINGLE-FAMILY RESIDENCES. NORTH SHORE BOULEVARD FRONTAGE (IF NECESSARY – SEE SECTION 4.2 OF DEVELOPER'S AGREEMENT).

PHASE 3A & 3B: MULTI-FAMILY RESIDENTIAL AND MIXED-USE (GROUND FLOOR COMMERCIAL WITH RESIDENTIAL ABOVE), FULL WIDTH NORTH SHORE BOULEVARD FRONTAGE.

PHASE 4A & 4B: GROUND FLOOR COMMERCIAL WITH RESIDENTIAL ABOVE, FULL WIDTH NORTH SHORE BOULEVARD FRONTAGE.

PHASE 5: MULTI-FAMILY RESIDENTIAL, MIXED-USE (GROUND FLOOR COMMERCIAL WITH RESIDENTIAL ABOVE), COMMERCIAL, STORMWATER FACILITIES.

PHASE 6A & 6B: DETACHED SINGLE-FAMILY RESIDENCES. FULL WIDTH NORTH SHORE BOULEVARD FRONTAGE.

DENSITY NOTES:

- PROJECT DENSITY SHALL BE CALCULATED ON A OVERALL PROJECT BASIS.
- RESIDENTIAL DENSITY WILL BE ALLOWED IN THE C-NS ZONE ABOVE COMMERCIAL USES.
- FOR CALCULATING TOTAL PROJECT DENSITY, THE DENSITY WITHIN EACH ZONE SHALL BE CALCULATED BASED ON THE FOLLOWING UNITS PER ACRE:
 - LD-NS MINIMUM DENSITY IS 4 UNITS PER ACRE AND MAXIMUM DENSITY IS 5.8 UNITS PER ACRE
 - HD-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 18 UNITS PER ACRE
 - MX-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 24 UNITS PER ACRE
 - C-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 24 UNITS PER ACRE
- PROJECT DENSITY WILL BE DETERMINED BY ADDING THE DENSITY FOR ALL ZONES TOGETHER.

TRACT	OWNER	PURPOSE	AREA
TRACT A	CITY OF CAMAS	OPEN SPACE (PUBLIC ART)	13,787 SF
TRACT B	HOA	OPEN SPACE (W/ CRITICAL AREAS)	138,990 SF
TRACT C	HOA	STORMWATER FACILITY	13,908 SF
TRACT D	HOA	STORMWATER FACILITY	18,103 SF
TRACT E	HOA	STORMWATER FACILITY	8,099 SF
TRACT F	HOA	OPEN SPACE (W/ CRITICAL AREAS)	312,242 SF
TRACT G	HOA	PRIVATE STREET	11,722 SF
TRACT H	HOA	OPEN SPACE	2,175 SF
TRACT J	HOA	OPEN SPACE	28,563 SF
TRACT K	HOA	ACCESS/PARKING	6,153 SF
TRACT L	HOA	PRIVATE STREET	21,761 SF
TRACT M	HOA	OPEN SPACE (W/ CRITICAL AREAS)	32,582 SF
TRACT N	HOA	OPEN SPACE	1,930 SF
TRACT O	HOA	PARKING	2,223 SF
TRACT P	HOA	PRIVATE STREET	20,954 SF
TRACT Q	HOA	OPEN SPACE	15,224 SF
TOTAL			648,416 SF

DEVELOPMENT STANDARDS (HD-NS)

MINIMUM LOT AREA:	1,800 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	60 FEET
MINIMUM FRONT YARD/GARAGE SETBACK:	10/20 FEET
MINIMUM SIDE YARD SETBACK:	0/3 FEET
MINIMUM STREET SIDE YARD SETBACK:	15 FEET
MINIMUM STREET SIDE YARD SETBACK (ROWHOUSE):	10 FEET
MINIMUM REAR YARD SETBACK:	10 FEET
MAXIMUM BUILDING LOT COVERAGE:	65%
MAXIMUM BUILDING HEIGHT:	50 FEET

**DEVELOPMENT STANDARDS (LD-NS)
(DENSITY TRANSFER)**

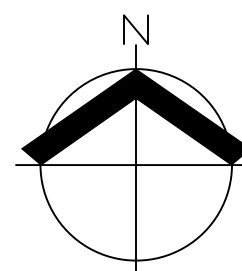
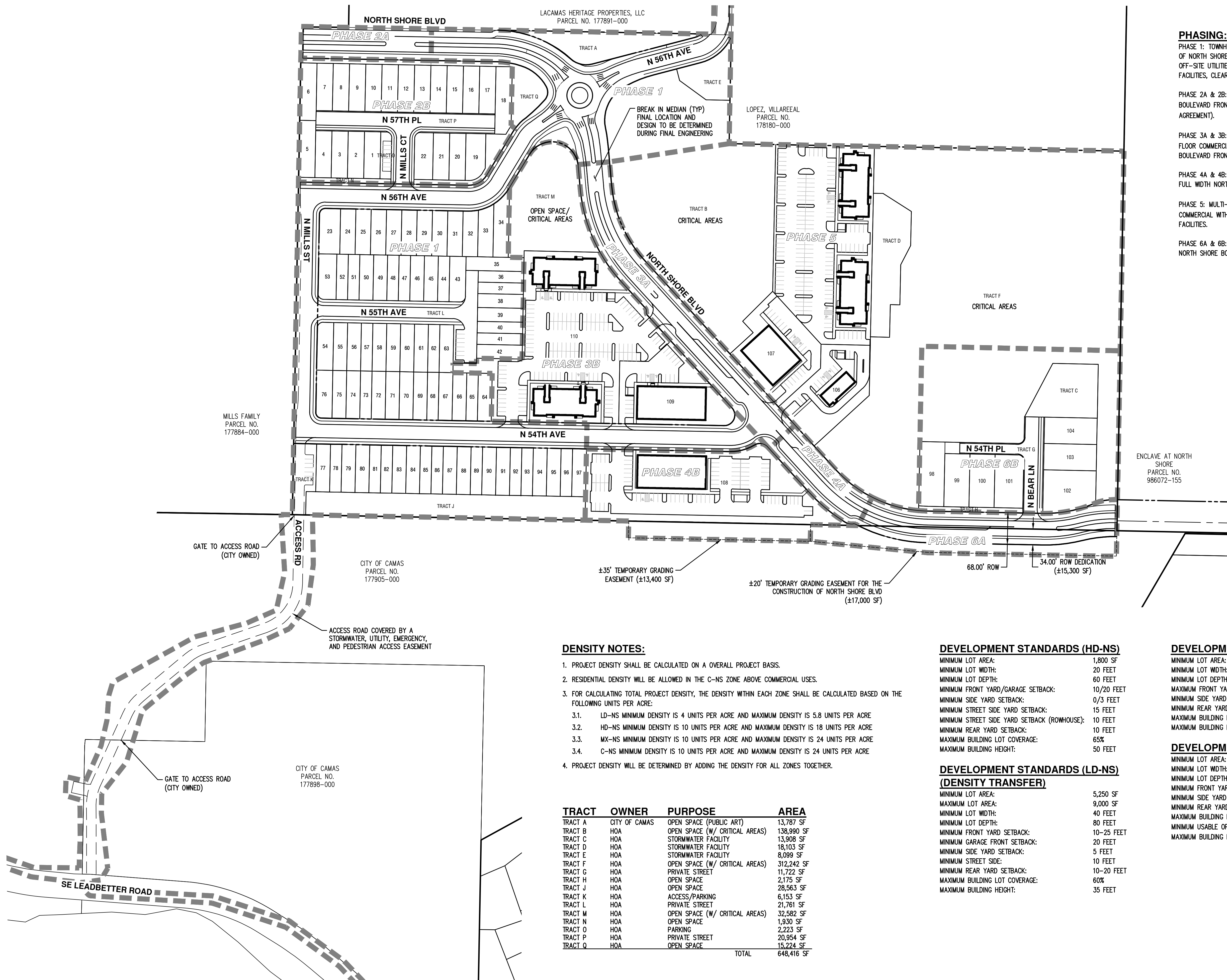
MINIMUM LOT AREA:	5,250 SF
MAXIMUM LOT AREA:	9,000 SF
MINIMUM LOT WIDTH:	40 FEET
MINIMUM LOT DEPTH:	80 FEET
MINIMUM FRONT YARD SETBACK:	10-25 FEET
MINIMUM GARAGE FRONT SETBACK:	20 FEET
MINIMUM SIDE YARD SETBACK:	5 FEET
MINIMUM STREET SIDE:	10 FEET
MINIMUM REAR YARD SETBACK:	10-20 FEET
MAXIMUM BUILDING LOT COVERAGE:	60%
MAXIMUM BUILDING HEIGHT:	35 FEET

DEVELOPMENT STANDARDS (MX-NS)

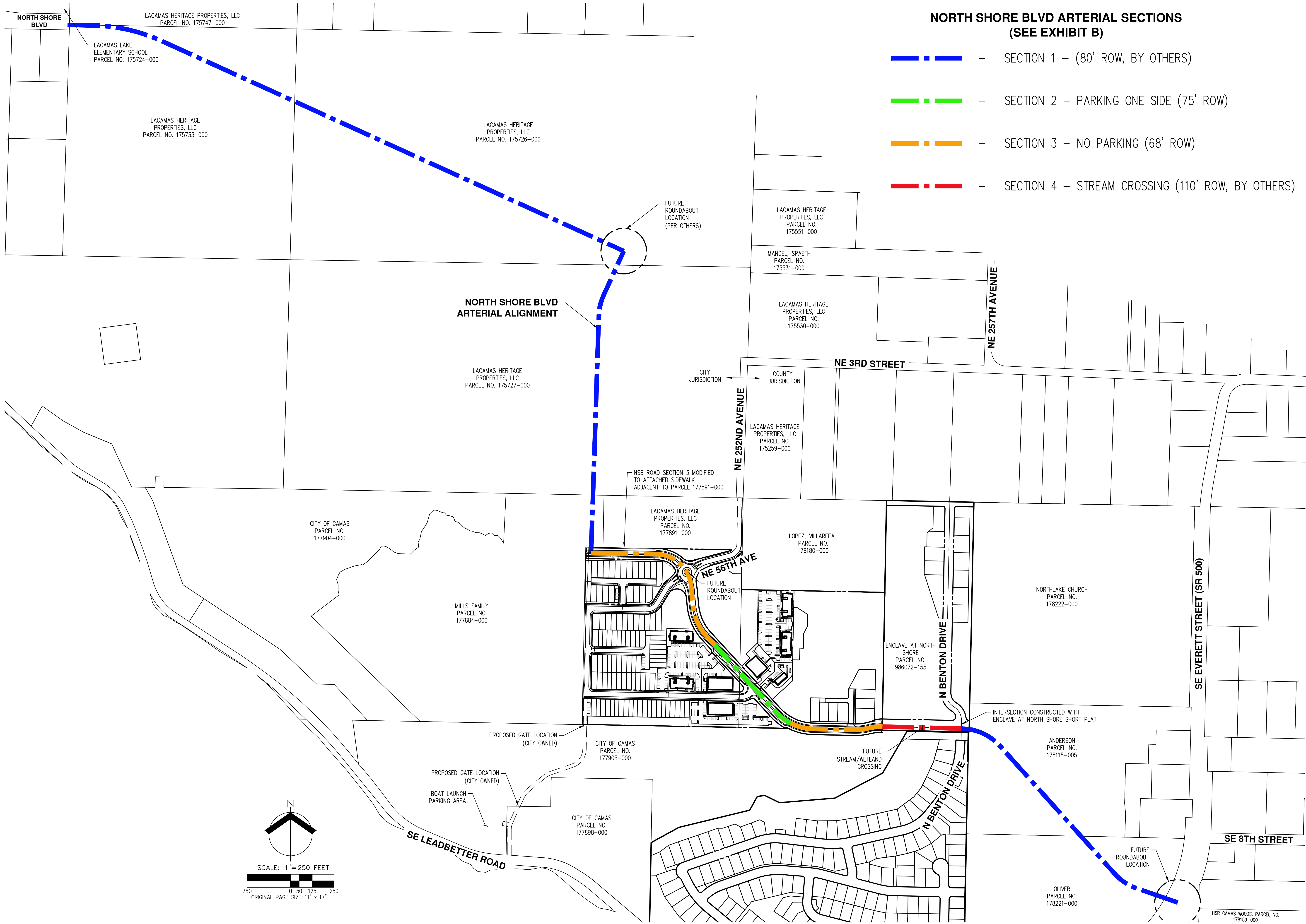
MINIMUM LOT AREA:	1,800 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	60 FEET
MAXIMUM FRONT YARD SETBACK:	10 FEET
MINIMUM SIDE YARD SETBACK:	10 FEET
MINIMUM REAR YARD SETBACK:	10 FEET
MAXIMUM BUILDING LOT COVERAGE:	65%
MAXIMUM BUILDING HEIGHT:	100 FEET

DEVELOPMENT STANDARDS (C-NS)

MINIMUM LOT AREA:	NONE
MINIMUM LOT WIDTH:	NONE
MINIMUM LOT DEPTH:	NONE
MINIMUM FRONT YARD SETBACK:	10 FEET
MINIMUM SIDE YARD SETBACK:	NONE
MINIMUM REAR YARD SETBACK:	NONE
MAXIMUM BUILDING LOT COVERAGE:	NONE
MINIMUM USABLE OPEN SPACE:	5% (NET ACREAGE)
MAXIMUM BUILDING HEIGHT:	100 FEET

SCALE: 1"=100 FEET
0 20 50 100
ORIGINAL PAGE SIZE: 11" x 17"

AKS DRAWING FILE: 9095 20260224 NSB EXHIBIT.DWG | LAYOUT: A



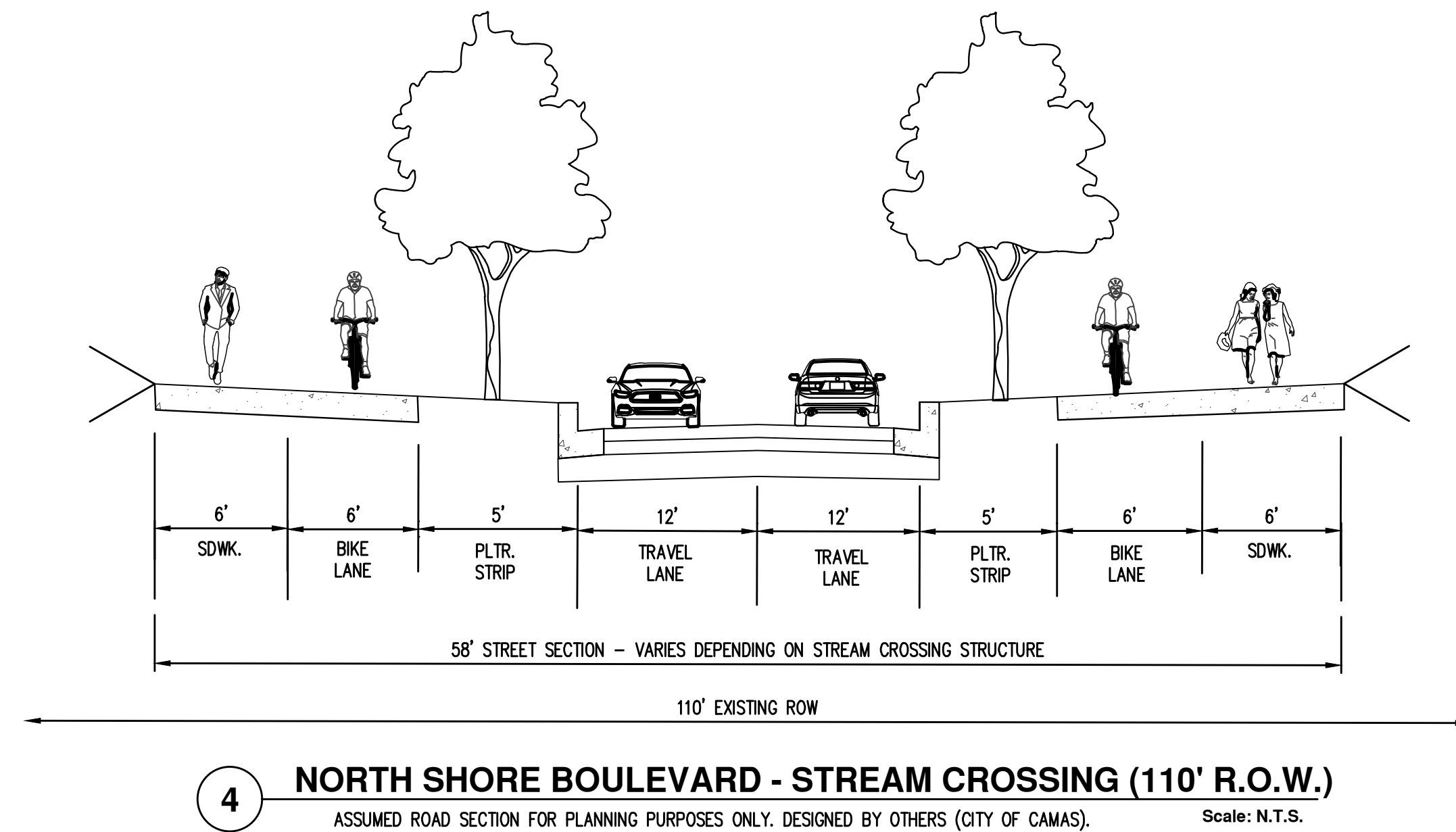
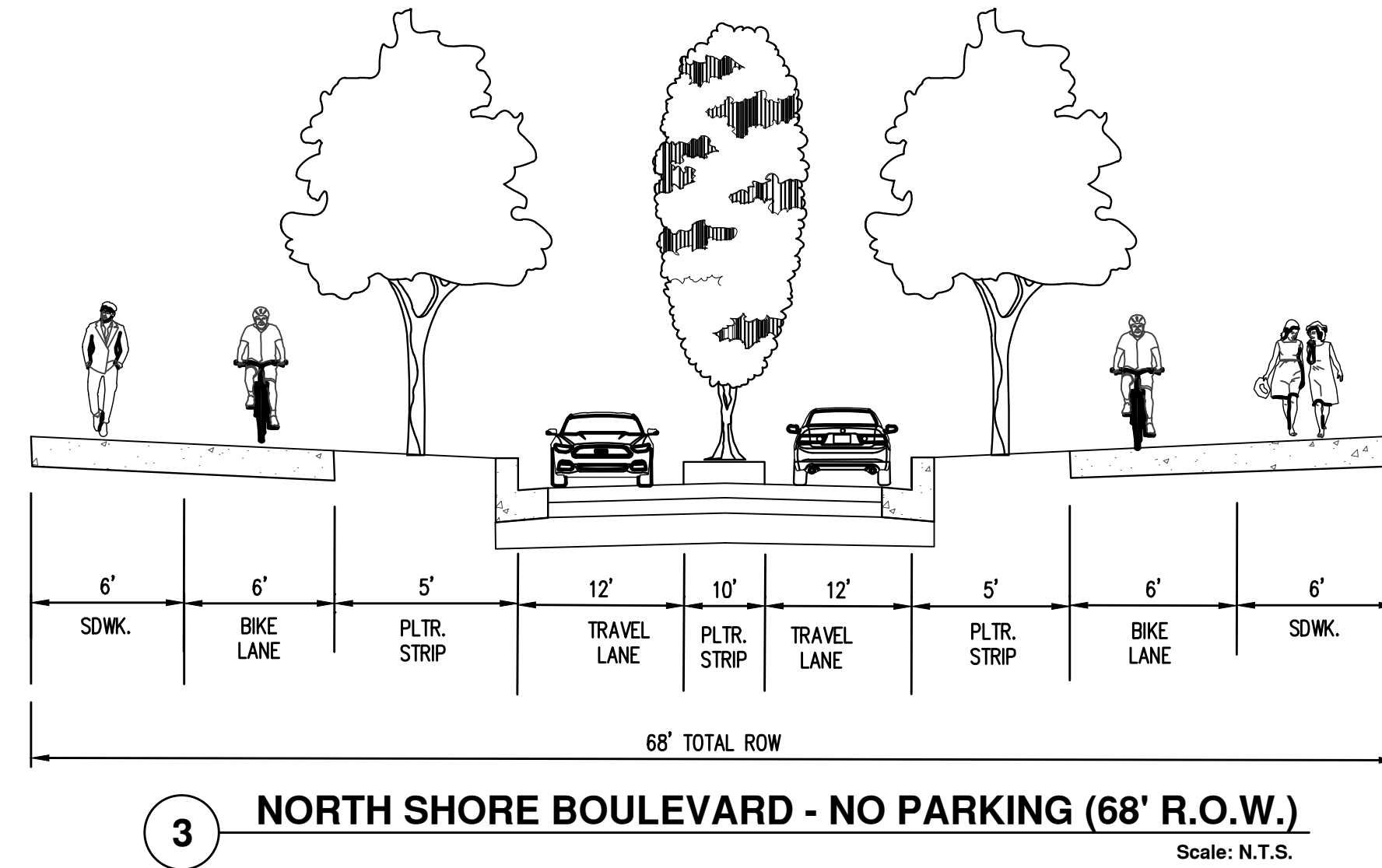
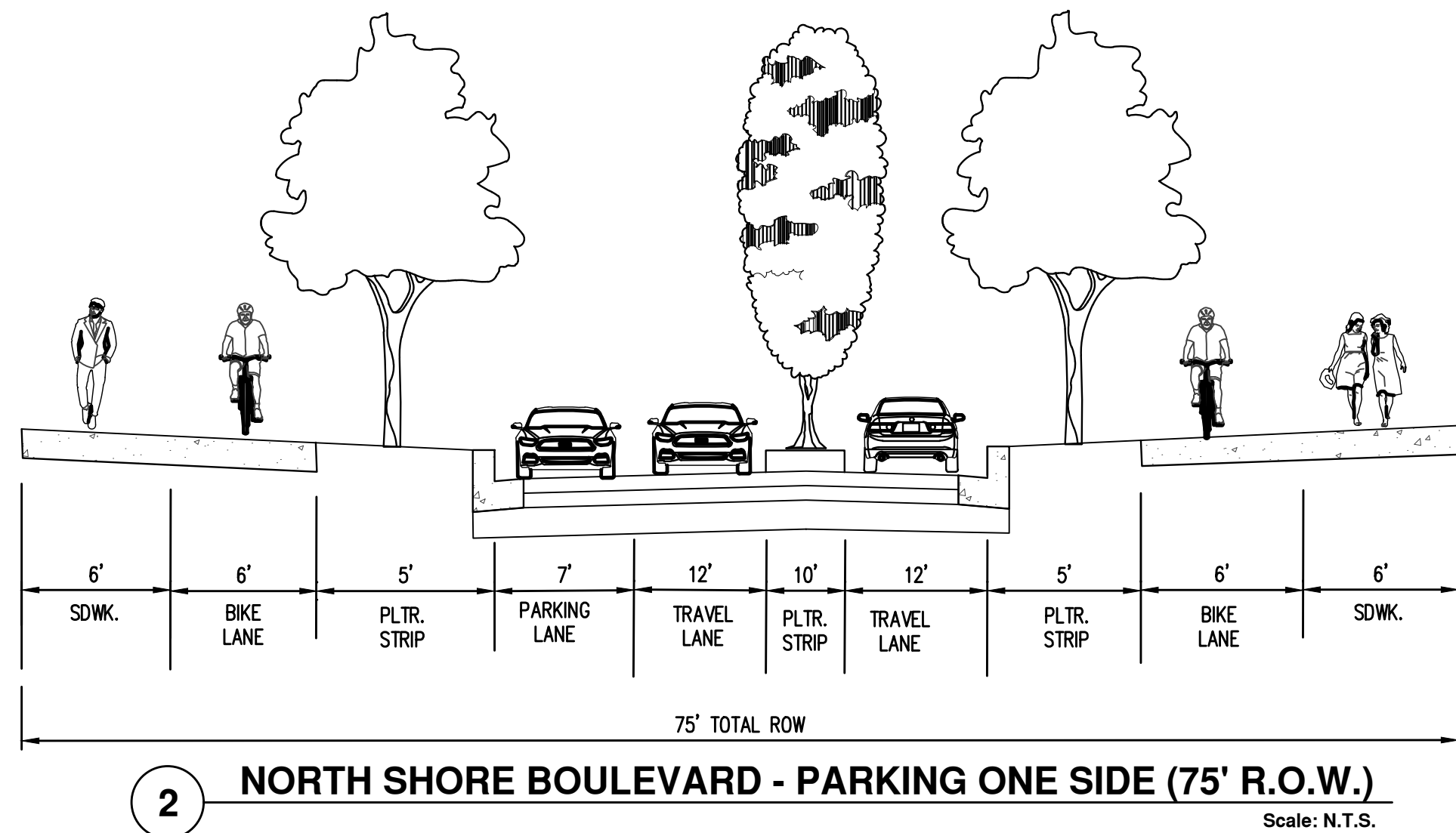
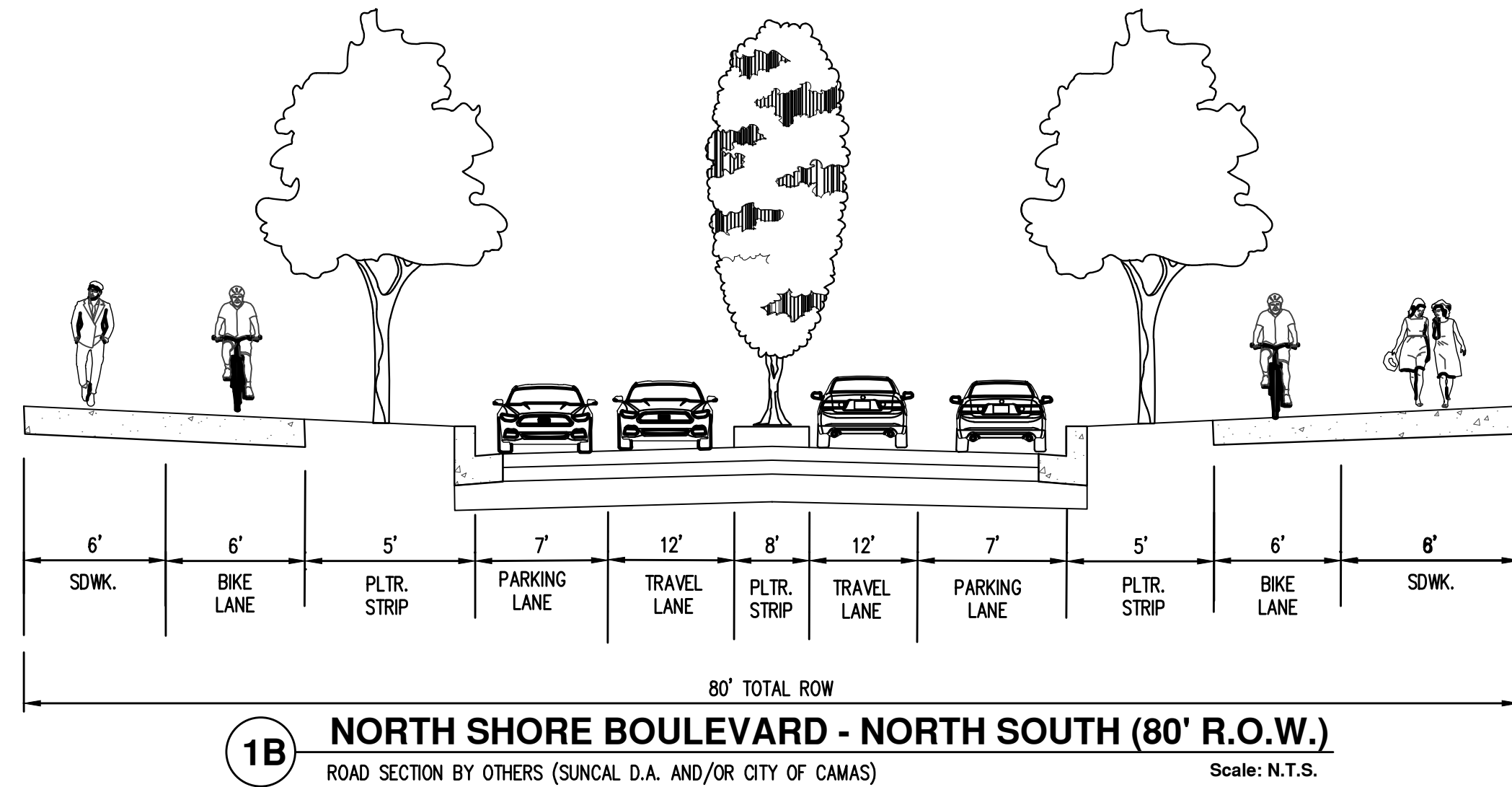
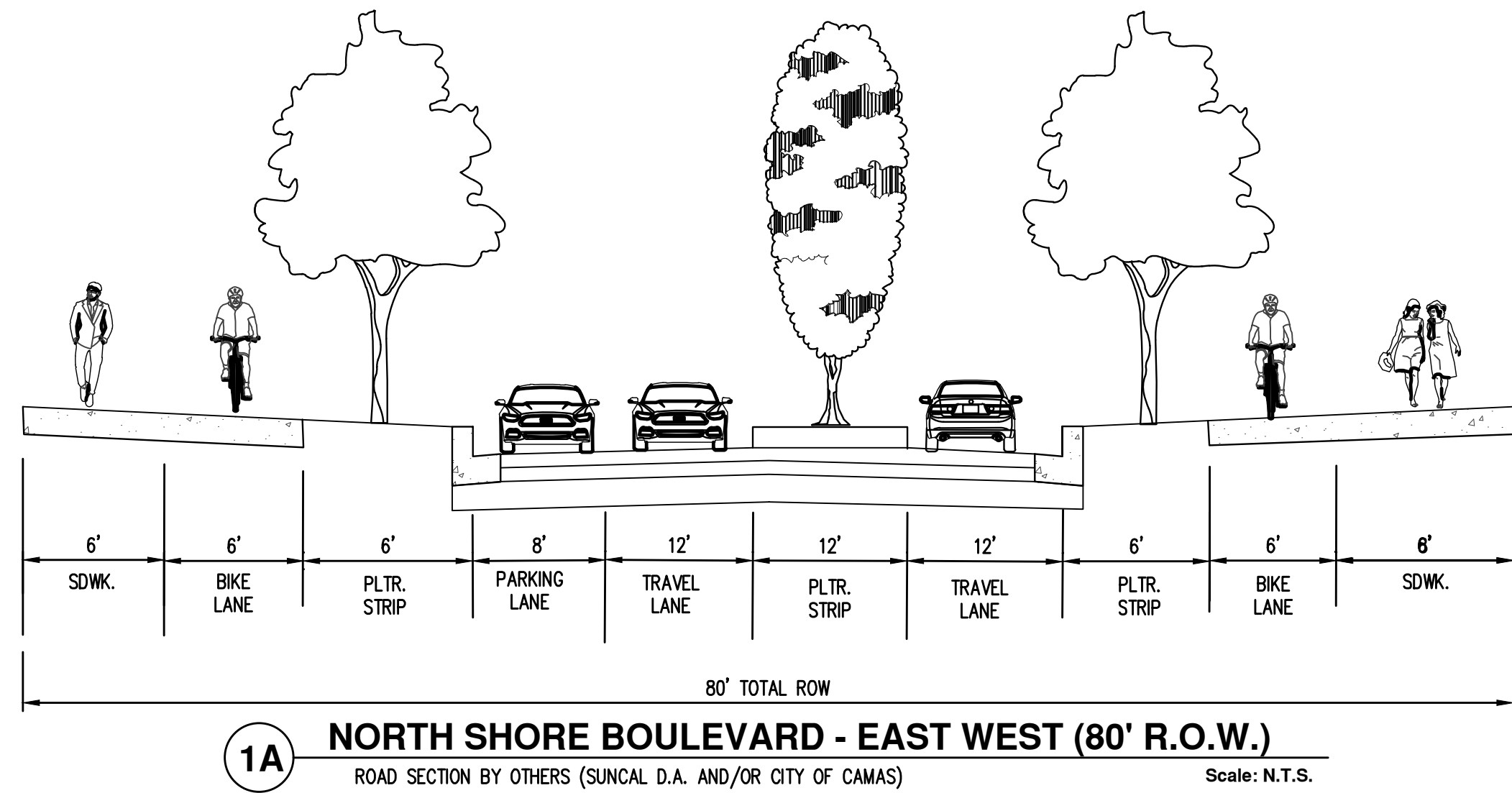
MASTER PLAN - ARTERIAL ROADWAY

VILLAGE AT NORTH SHORE

CAMAS, WASHINGTON

JOB NUMBER:	9095
DATE:	4/23/2026
DESIGNED BY:	AKS
DRAWN BY:	JTG
CHECKED BY:	BHJ

AKS DRAWING FILE: 9095 20260224 NSB EXHIBIT.DWG | LAYOUT: B



MASTER PLAN - STREET SECTIONS

VILLAGE AT NORTH SHORE

CAMAS, WASHINGTON

EXHIBIT A-1

HSR-NORTH SHORE DEVELOPMENT AGREEMENT -
HSRD01-000001 – 7499080.1

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #9095

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

EXHIBIT A-1
RECORD DESCRIPTION

Parcel No. 178175-000

That portion of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, described as follows:

Beginning at a point 528 feet South of the northwest corner of Section 35, Township 2 North, Range 3 East of the Willamette Meridian;
 thence East, parallel to the north line of said Section, 825 feet;
 thence South, parallel to the west line of said Section, 792 feet;
 thence West, parallel to the north line of said Section to the west line of said Section, 825 feet;
 thence 792 feet North to the Point of Beginning.

Parcel No. 177885-000

A portion of the Northeast Quarter of Section 34, Township 2 North, Range 3 East of the Willamette Meridian, City of Camas, Clark County, Washington described as follows:

Commencing at a concrete monument with a brass cap marking the Northeast corner of said Section 34;
 thence South 01°02'11" West, along the East line of said Northeast quarter of Section 34, for a distance of 300.00 feet to the Southeast corner of the "Lacamas Heritage Properties LLC Tract" as described under Clark County Auditor's File No. 5023969, recorded October 18, 2013 and the TRUE POINT OF BEGINNING;
 thence leaving said East line North 88°55'50" West, along the South line of said "Lacamas Heritage Properties LLC Tract" and the Westerly extension thereof, for a distance of 898.04 feet;
 thence South 01°02'11" West, parallel with the East line of the Northeast quarter of said Section 34, for a distance of 1,019.66 feet to the North line of the "CJ Dens Lacamas I, LLC Tract" as described under Clark County Auditor's File Number 4864265, recorded June 18, 2012;
 thence South 88°56'20" East, along said North line, for a distance of 898.04 feet to a 3/4 inch iron pipe on the East line of the Northeast quarter of Section 34;
 thence North 01°02'11" East, along said East line for a distance of 1,019.52 feet to the TRUE POINT OF BEGINNING.

EXHIBIT A-2

HSR-NORTH SHORE DEVELOPMENT AGREEMENT -
HSRD01-000001 – 7499080.1

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #8397

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

Parcel No. 178140-000

The Southeast Quarter of the Northeast Quarter of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

Except that portion lying Easterly of the following described line:

BEGINNING at the Southeast corner of said Southeast Quarter of the Northeast Quarter thence west along the south line thereof, 450 feet, more or less to the southwest corner of that tract conveyed to Dale N. Haakonstad, et ux, by Real Estate Contract recorded under Auditor's File No. 9101310233 and the true point of beginning of the following described line; thence north along the west line of said Haakonstad tract to the North line of said Southeast Quarter of the Northeast Quarter of the Terminus of said line.

Situate in the County of Clark, State of Washington.

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #8397

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

EXHIBIT A-2
RECORD DESCRIPTION

Parcel No. 178159-000

The West Half of the South 10 acres of the following described property:

Beginning at the Center of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, and running thence North along the line between the Northwest Quarter and the Northeast Quarter of said Section 30 rods; thence East 80 rods, thence South 30 rods, thence West 80 rods to the Place of Beginning.

Excepting therefrom the following described tract:

Beginning at the Center of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, and running thence East along the line between the Northeast Quarter and the Southeast Quarter of said Section 480 feet to the true point of beginning of the tract herein conveyed; thence North 136 feet; thence East 180 feet; thence South 136 feet; thence West 180 feet to the point of beginning.

Parcel No. 178169-000

Beginning at the Center of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, and running thence East along the line between the Northeast Quarter and the Southeast Quarter of said Section 480 feet to the true point of beginning of the tract herein conveyed; thence North 136 feet; thence East 180 feet; thence South 136 feet; thence West 180 feet to the point of beginning.

Parcel No. 178108-000

The East Half of the South 10 Acres of the following described property:

Beginning at the Center of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington, and running thence North along the line between the Northwest Quarter and the Northeast Quarter of said Section 30 rods; thence East 80 rods, thence South 30 rods, thence West 80 rods to the Place of Beginning.

EXHIBIT B

HSR-NORTH SHORE DEVELOPMENT AGREEMENT -
HSRD01-000001 – 7499080.1

AKS DRAWING FILE: 9095 20260423 MASTER RENDERING.DWG | LAYOUT: LAYOUT1



MASTER PLAN - OVERALL RENDERING

VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

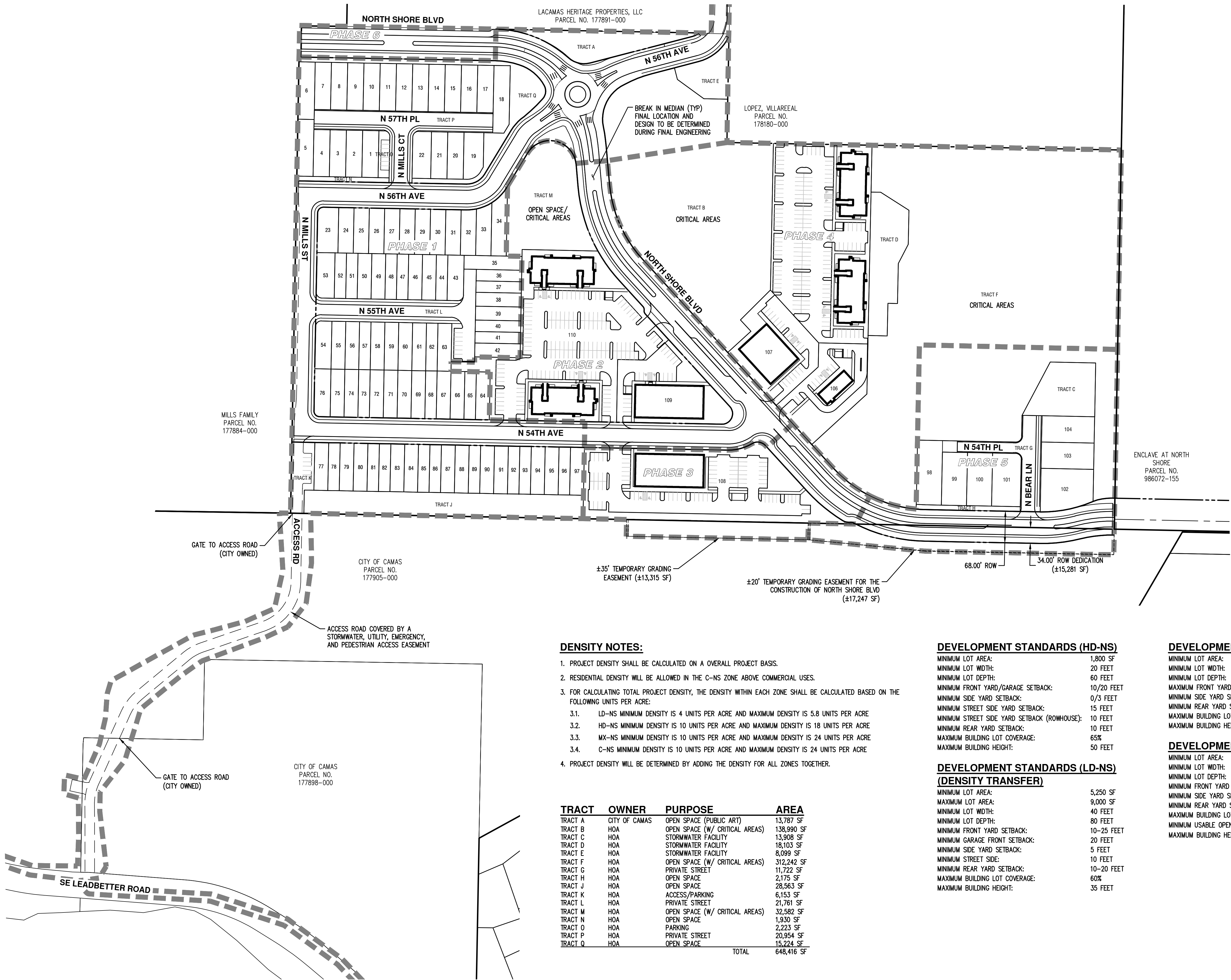
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ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

JOB NUMBER:	9095
DATE:	5/11/2026
DESIGNED BY:	AKS
DRAWN BY:	JTG
CHECKED BY:	BDH

MP-01

AKS DRAWING FILE: 9095 20260423 EASEMENT EXHIBIT.DWG | LAYOUT: C



DENSITY NOTES:

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MINIMUM LOT AREA:	1,800 SF
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**DEVELOPMENT STANDARDS (LD-NS)
(DENSITY TRANSFER)**

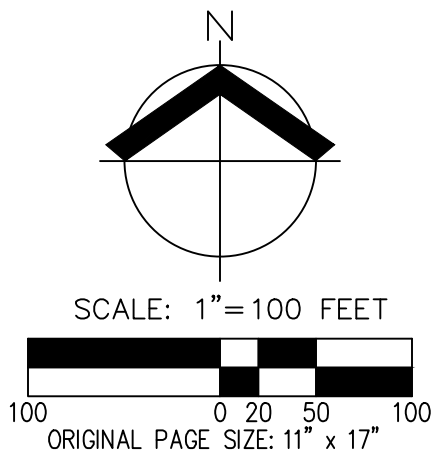
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DEVELOPMENT STANDARDS (MX-NS)

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MINIMUM LOT DEPTH:	60 FEET
MAXIMUM FRONT YARD SETBACK:	10 FEET
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MINIMUM REAR YARD SETBACK:	10 FEET
MAXIMUM BUILDING LOT COVERAGE:	65%
MAXIMUM BUILDING HEIGHT:	100 FEET

DEVELOPMENT STANDARDS (C-NS)

MINIMUM LOT AREA:	NONE
MINIMUM LOT WIDTH:	NONE
MINIMUM LOT DEPTH:	NONE
MINIMUM FRONT YARD SETBACK:	10 FEET
MINIMUM SIDE YARD SETBACK:	NONE
MINIMUM REAR YARD SETBACK:	NONE
MAXIMUM BUILDING LOT COVERAGE:	NONE
MINIMUM USABLE OPEN SPACE:	5% (NET ACREAGE)
MAXIMUM BUILDING HEIGHT:	100 FEET

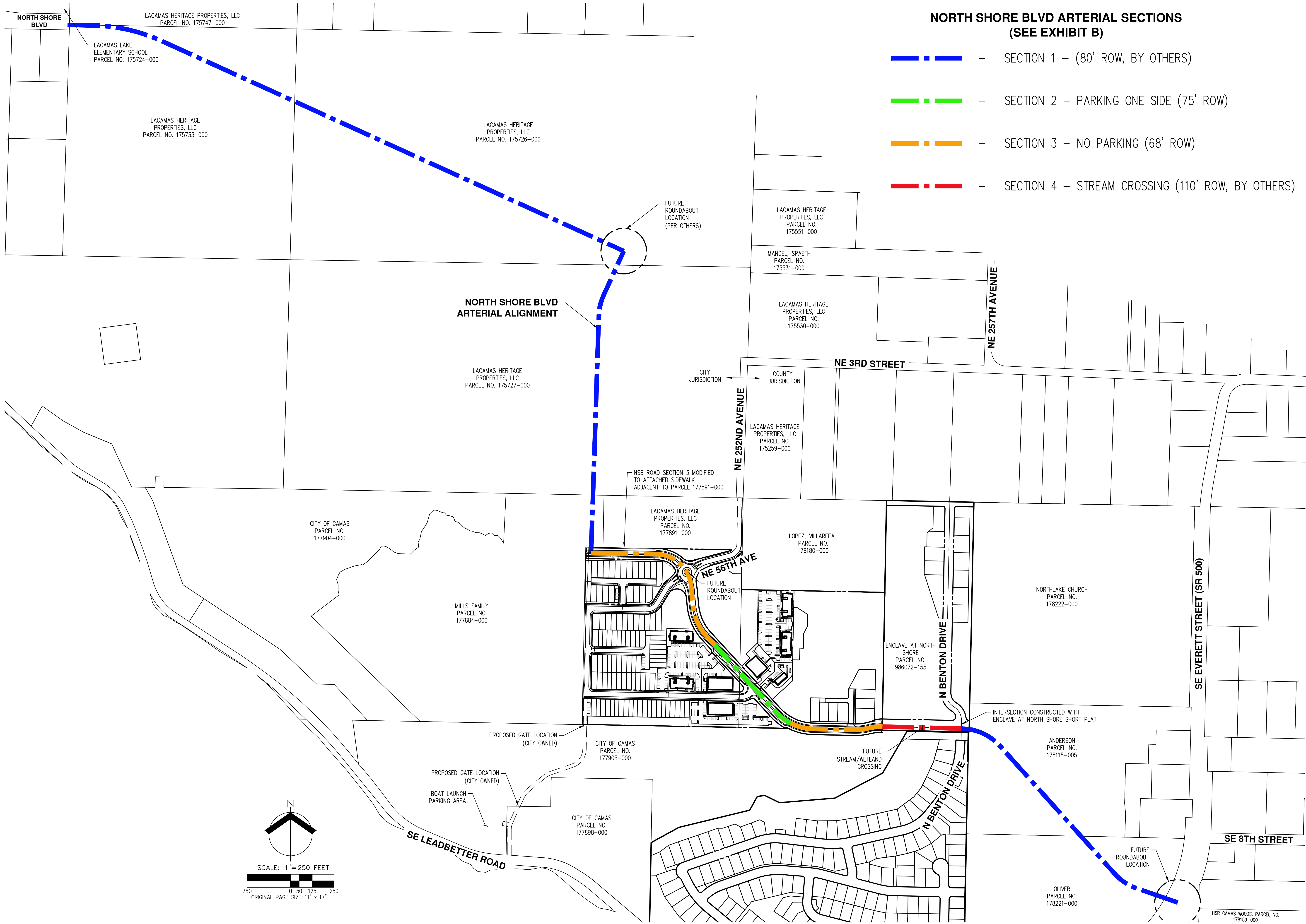


MASTER PLAN - DEVELOPMENT PLAN
VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

JOB NUMBER:	9095
DATE:	5/11/2026
DESIGNED BY:	AKS
DRAWN BY:	JTG
CHECKED BY:	BQH

MP-02

AKS DRAWING FILE: 9095 20260224 NSB EXHIBIT.DWG | LAYOUT: A



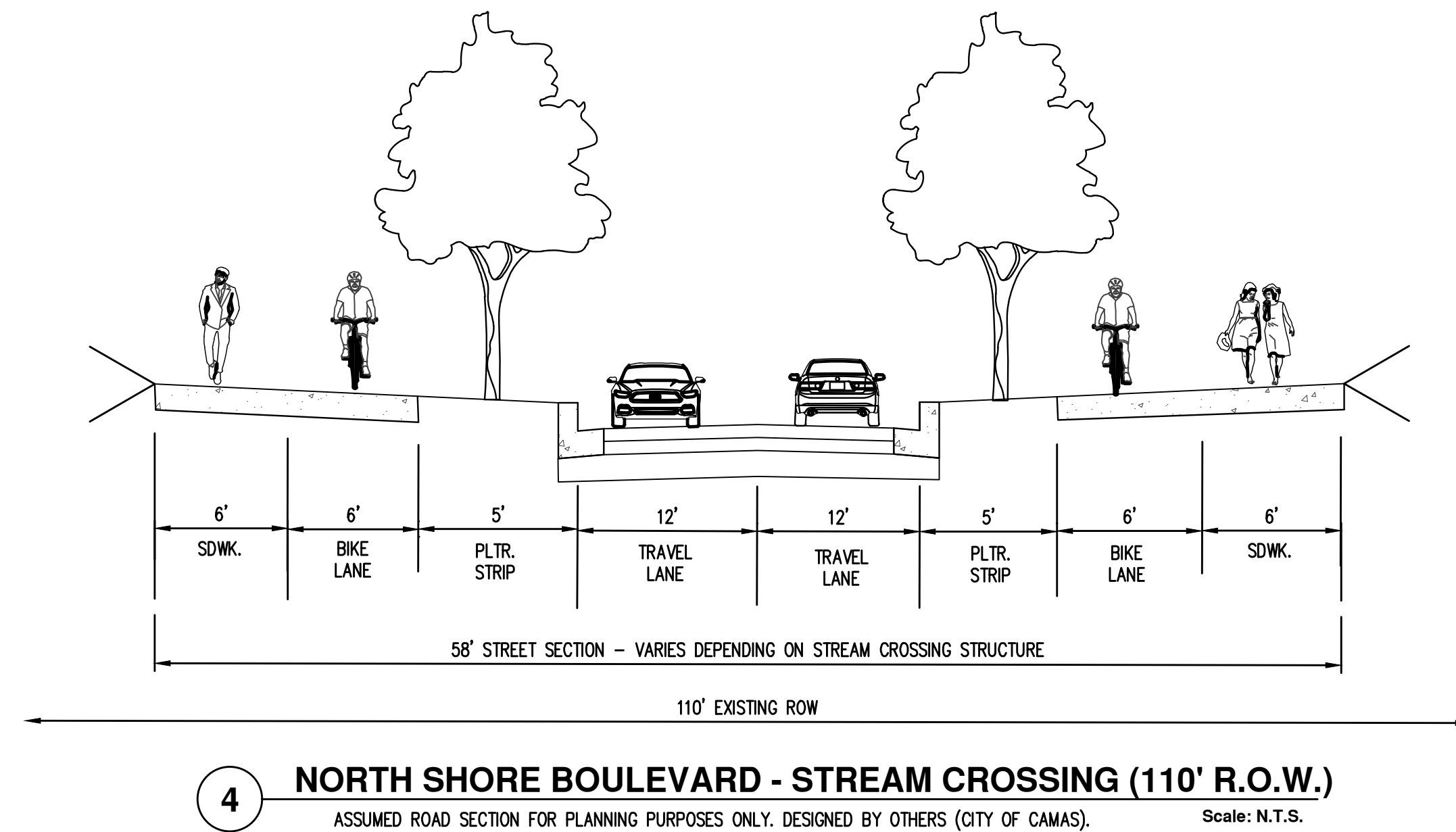
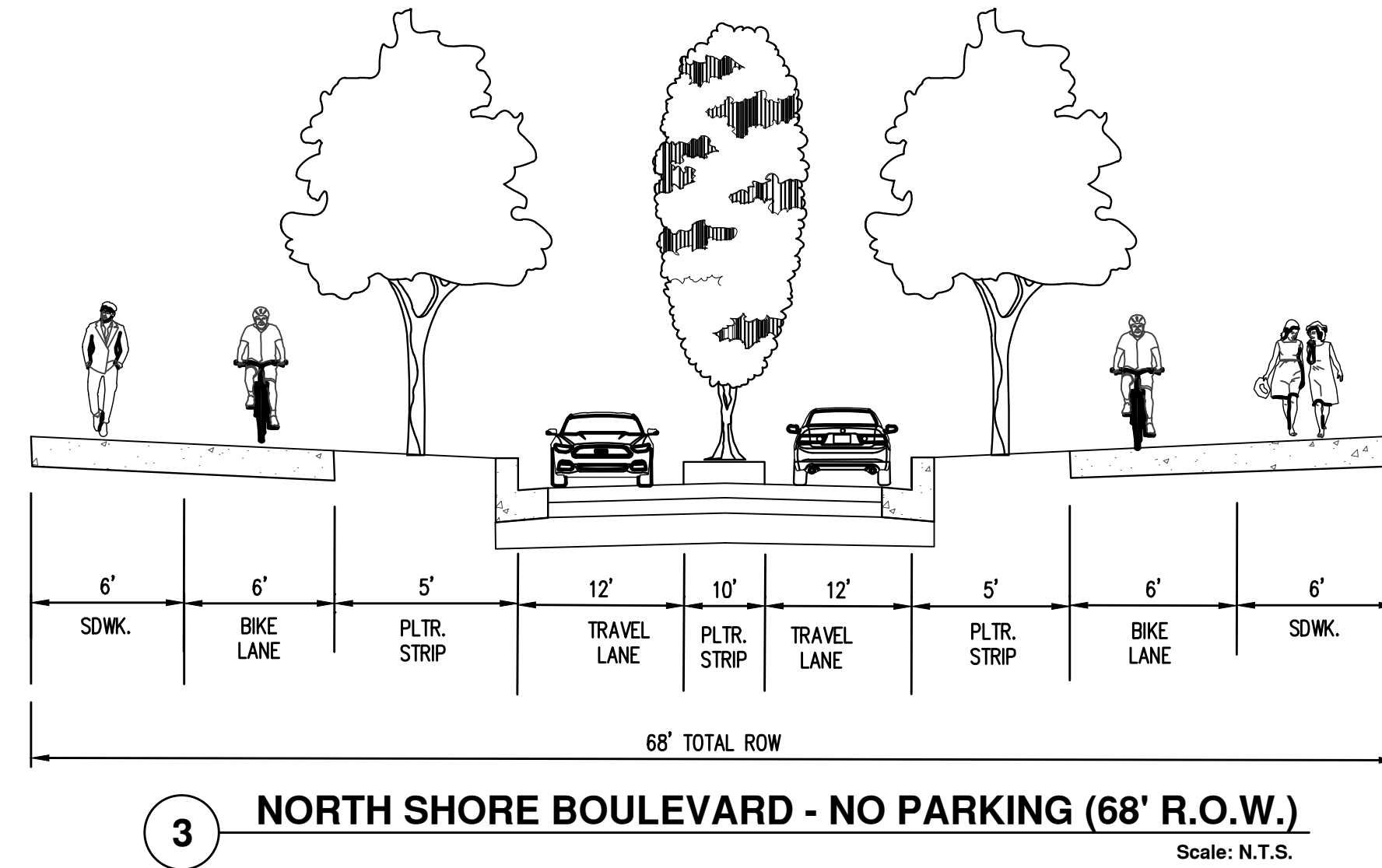
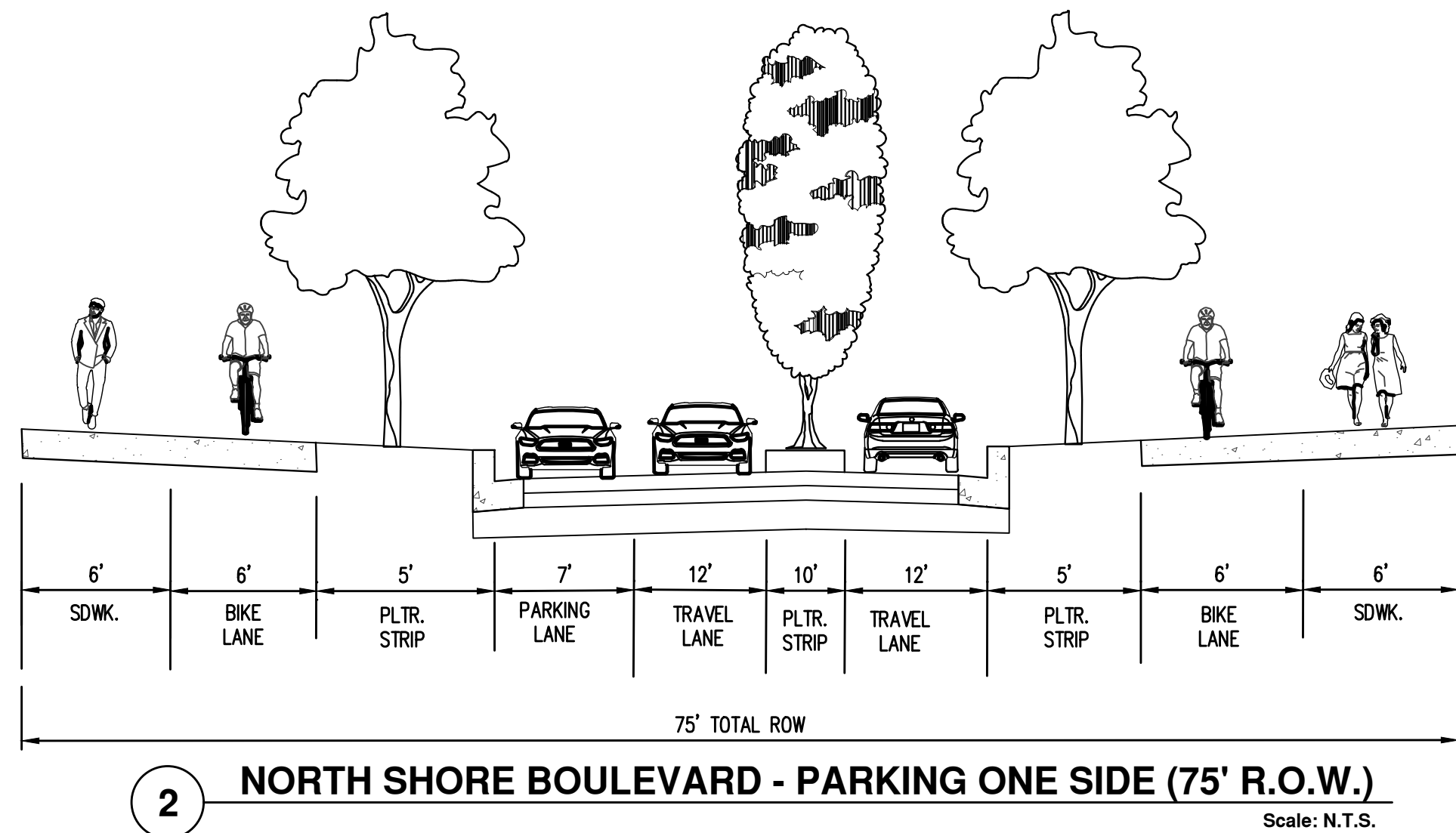
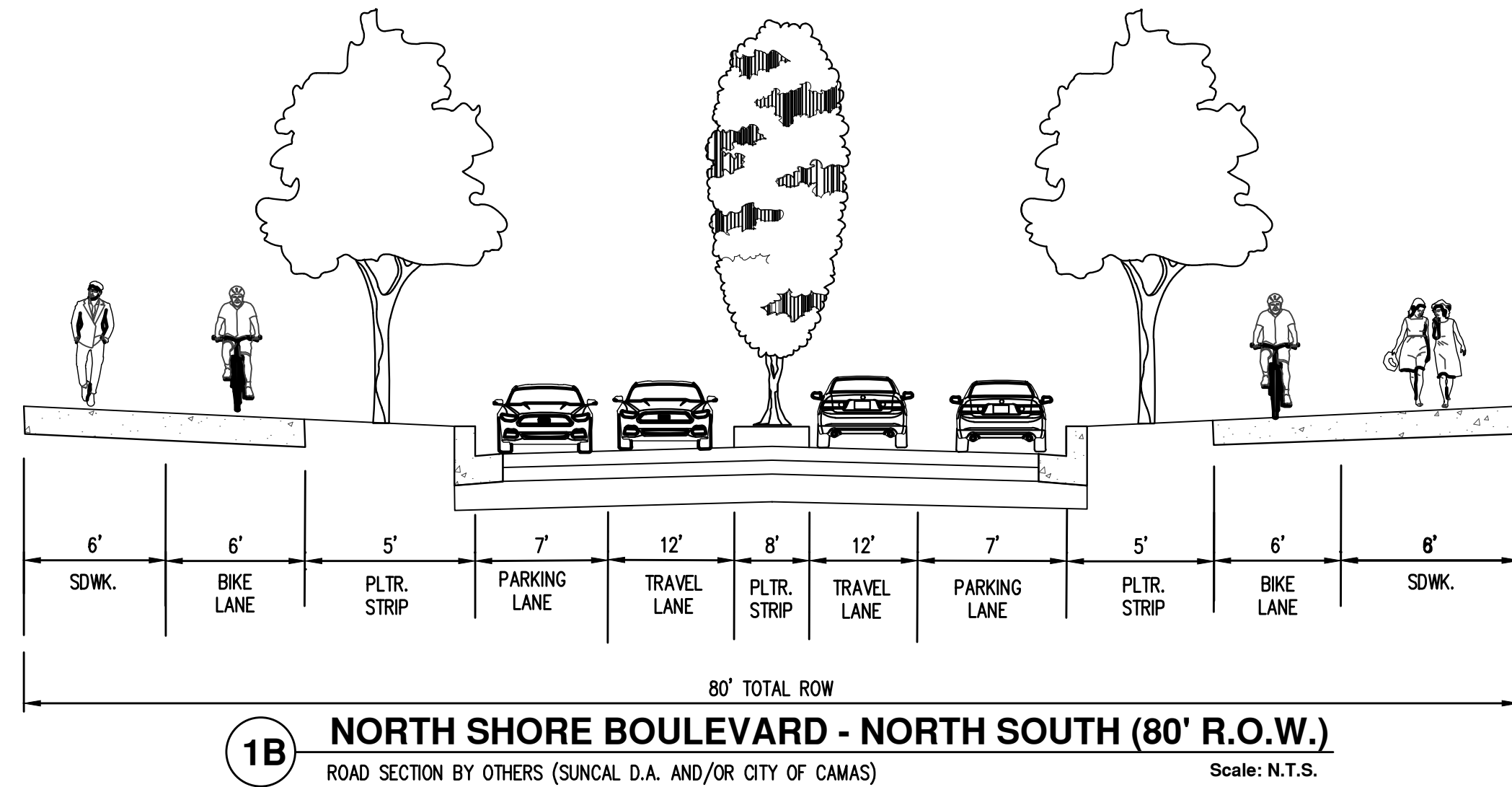
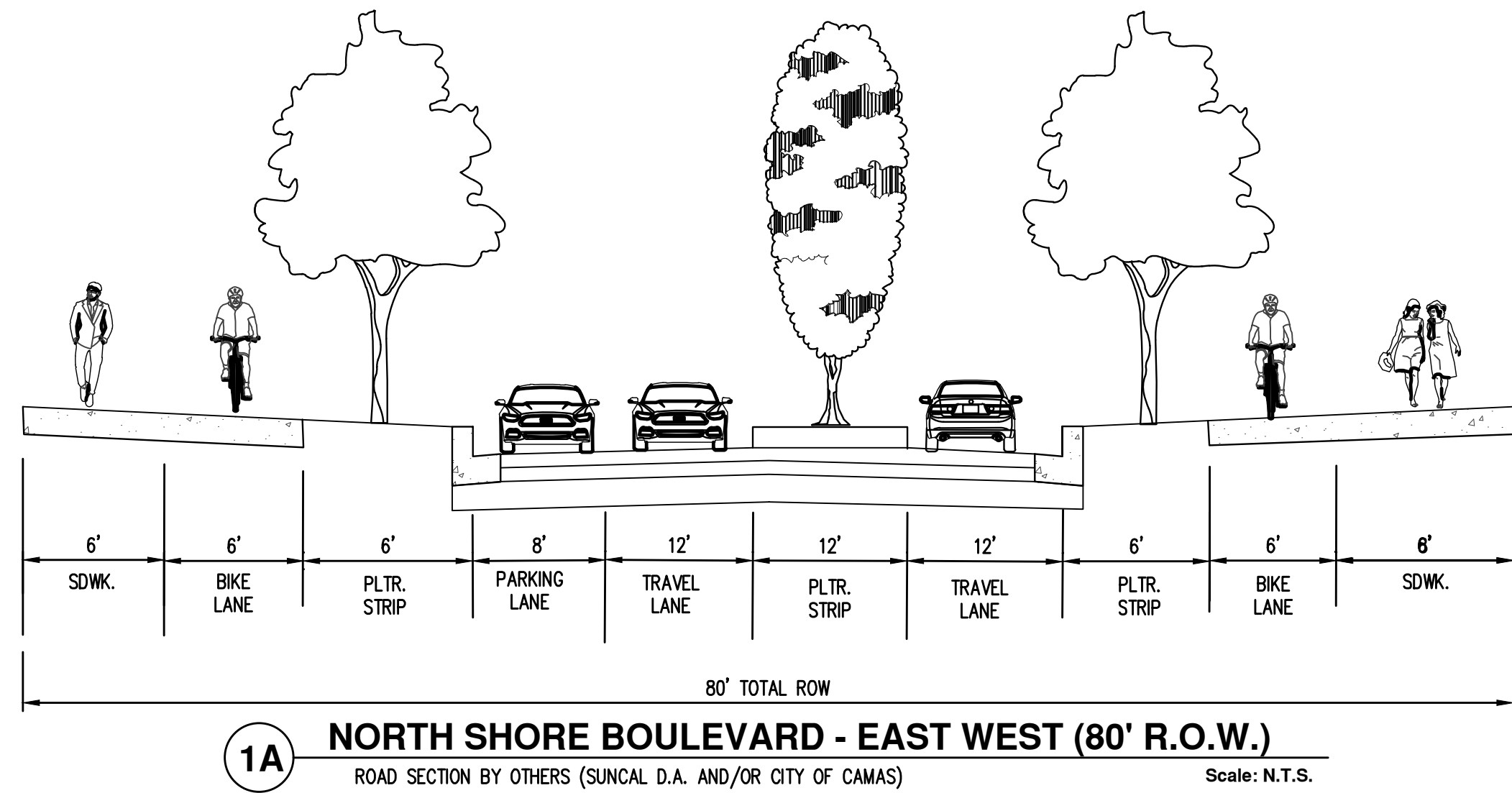
MASTER PLAN - ARTERIAL ROADWAY

VILLAGE AT NORTH SHORE

CAMAS, WASHINGTON

JOB NUMBER:	9095
DATE:	4/23/2026
DESIGNED BY:	AKS
DRAWN BY:	JTG
CHECKED BY:	BH

AKS DRAWING FILE: 9095 20260224 NSB EXHIBITDWM LAYOUT: B



MASTER PLAN - STREET SECTIONS

VILLAGE AT NORTH SHORE CAMAS, WASHINGTON



6. Transportation Impact Study



851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Item 9.

TRANSPORTATION IMPACT STUDY

June 30, 2025

Project# 31552

To: James E Carothers, PE & Anita Ashton
City of Camas Community Development Engineering
616 NE 4th Avenue
Camas, WA 98607

Dylan Bass, Jason Lugo, & Courtney Hajda
Washington State Department of Transportation (WSDOT)
Southwest Region
11018 Northeast 51st Circle
Vancouver, WA 98668-1709

From: Chris Brehmer, PE, Claire Dougherty, PE, & Sutapa Banerjee
CC: Bryce Hanson, PE, LSIT, AKS Engineering & Forestry, LLC
Kevin Miller, HSR Development
RE: North Shore Village Residential Transportation Impact Study



Christopher Lynn Brehmer

2025.06.30
07:42:06-07'00'

Village at North Shore - HSR Dev Mills LLC, the Applicant, proposes to develop a 36.04-acre residential project located on the west side of NE Everett Street (State Route 500) and south of NE 3rd Street, in the vicinity of NE 252nd Avenue. A Transportation Impact Study (TIS) is required per City of Camas Municipal Code (CMC) Section 17.11.030.B.12 as part of the land use approvals for the new homes. This memorandum documents the TIS analysis, findings, and recommendations. Subject to City, County and Washington State Department of Transportation (WSDOT) review and direction, the following recommendations were identified to be implemented in conjunction with site development:

- Make a proportional financial mitigation contribution to the City of Camas' planned NW Sierra Street/NW Lake Road roundabout project.
 - The City is currently assessing a fee of \$1,423 per PM peak hour trip added to this intersection, but may switch to a future Traffic Impact Fee (TIF) as part of the on-going TIF Update program which is anticipated to be completed in 2025. Should the \$1,423 per PM peak trip remain in effect for this development application, the resulting fee estimate for this development is \$45,536 (based on 32 PM peak hour trips added). The City will determine the final contribution amount or if a TIF would apply.
- Collaborate with WSDOT to identify and implement (if construction is required) capacity mitigation at the SR 500 (NE 242nd Avenue)/NE 28th Street intersection in conjunction with site development.
 - Potential options identified to explore with WSDOT include but are not limited to payment of a proportional share financial contribution to a future intersection capacity improvement.
- Collaborate with Clark County to define and, if needed, construct an appropriate paved section along NE 252th Avenue and NE 3rd Street to serve as the interim primary access to the proposed development.
- Collaborate with Clark County to re-sign and restripe the NE 257th Avenue/NE 3rd Street intersection in conjunction with the proposed development in accordance with the *Manual on Uniform Traffic Control Devices*. Exhibit 1 below shows a conceptual illustration of suggested curve warning signs, striping revisions along with suggested STOP sign and STOP bar relocation/replacement that could be implemented with the proposed site development, subject to Clark County direction.

Exhibit 1. Conceptual NE 257th Avenue/NE 3rd Street Signing and Striping Changes



Aerial Image Source: Google Earth

- Subject to City of Vancouver concurrence and final residential unit count confirmation, pay the following proportional share intersection fees as identified per City of Vancouver requirements:
 - \$9,200 towards NE 192nd Avenue/NE 13th Street mitigation
 - \$2,100 towards NE 172nd Avenue/NE 18th Street mitigation
 - \$5,600 towards NE 179th Place/NE 18th Street mitigation
 - \$8,400 towards NE 187th Avenue/NE 18th Street mitigation
- Locate and maintain site landscaping, above-ground utilities, and site signage at all local street intersections within and adjacent to the site to provide adequate intersection sight distance per applicable City and County requirements.

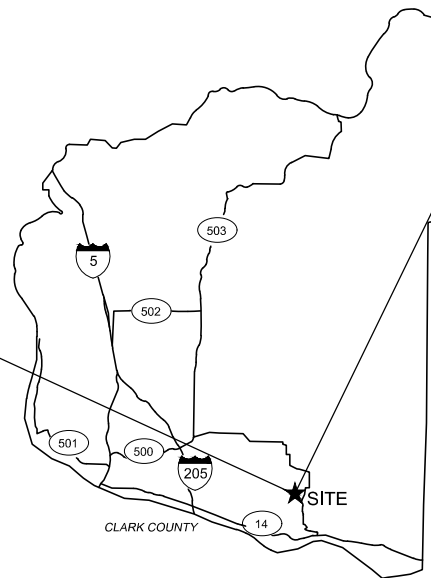
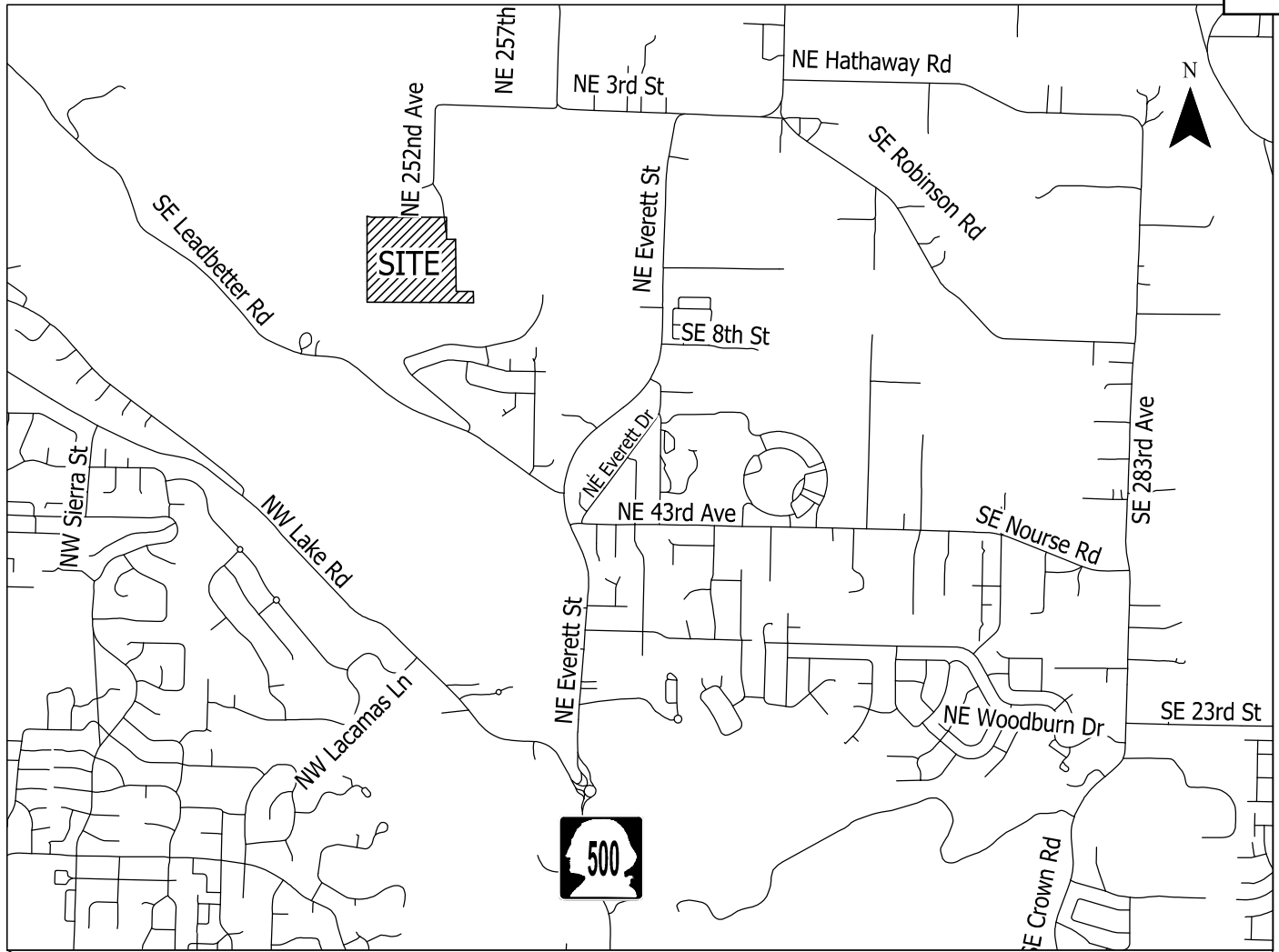
The details of the study methodology, findings, and recommendations are summarized herein.

INTRODUCTION

The Applicant's current site plan includes 41 detached single-family homes, 61 attached homes (townhomes), and 140 apartments, with construction and occupancy anticipated by 2030. The site may develop in up to 5 phases, with Phases 1-3 built initially, followed by Phases 4 and 5. Longer-term, the site may be expanded to include approximately 30,250 square feet of commercial space once vehicular connectivity to the site is improved via North Shore Boulevard to the west and east; however, this initial development phase and the focus of this TIS is limited to the proposed residential units and the connectivity available at this time.

Vehicular site access for the proposed residential phase will be via the existing NE 252nd Avenue connection to NE 3rd Street and the NE 3rd Street/NE 257th Avenue intersection. Longer-term, with future development by others, a North Shore Boulevard connection east to the planned SE Everett Street/SE Everett Drive roundabout may be added, but such a connection is assumed to be outside of the timeframe for buildout (2030). Additionally, if adjacent properties to the west re-develop in the future, North Shore Boulevard will also connect west, to NE 232nd Avenue.

Figure 1 shows the site vicinity map, and Figure 2 shows a current site plan and anticipated phasing.

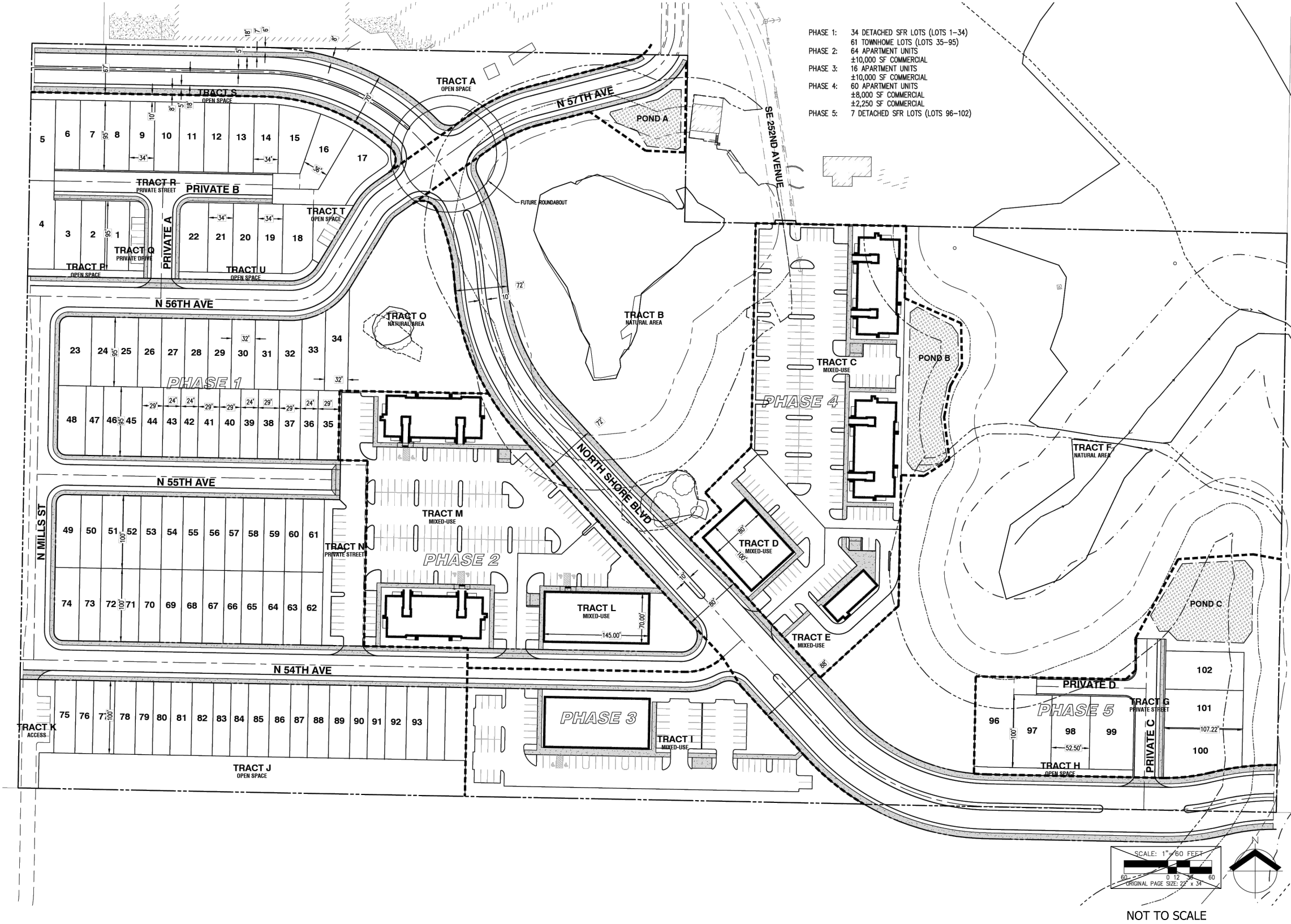


Site Vicinity Map
Camas, Washington

Figure
1

H:\31552 - Village at North Shore\report\figs\31552_Figures.dwg Jun 24, 2025 - 4:06pm - sbanerjee Layout: Tab: Fig2 Proposed Site Plan

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**PRELIMINARY SITE PLAN
VILLAGES AT NORTH SHORE
HSR
CAMAS WASHINGTON**

JOB NUMBER: 9095
DATE:
DESIGNED BY: MAZ
DRAWN BY: MAZ
CHECKED BY: BOH

EX-A

RECEIVED FROM AKS ENGINEERING AND FORESTRY, LLC: (FEBRUARY 2025)

Preliminary Site Plan
Camas, Washington

Figure
2

STUDY METHODOLOGY

The City of Camas' *Transportation Impact Study Guidelines* (Reference 1) require preparation and submittal of a TIS for each proposed development that generates 200 or more daily vehicle trips. The 200 daily trip threshold is met for the North Shore Village residential phase, triggering a TIS.

The study intersections were determined through a scoping process involving staff from the City of Camas, WSDOT and Clark County. The final study intersection list reflects a combination of City of Camas trip thresholds, the anticipated site trip distribution pattern and trip assignment, and scoping correspondence with agency staff.

Notably, the current site plan is slightly revised from the preliminary site plan shared during the TIA scoping phase due to coordination of, and revisions, to the North Shore Boulevard alignment. The change in roadway layout and unit totals resulted in 3 additional AM peak hour trips and 5 additional PM peak hour trips as compared to the preliminary site plan and trip assignment shared during scoping. *Appendix A includes documentation from the scoping process.*

Analysis Scenarios

Weekday morning (7-9 AM) and weekday afternoon commuter peak period (4-6 PM) traffic conditions were assessed for the following analysis scenarios:

- Year 2025 existing traffic conditions;
- Year 2030 background traffic conditions (including background growth and identified in-process developments, but not including any site-generated traffic volumes related to the proposed development); and,
- Year 2030 total traffic conditions (including site-generated traffic volumes to the proposed development).

Study Intersections

The study intersections and existing traffic control configurations are identified in Table 1. The intersection numbers listed in Table 1 correspond with the analysis figures in this report.

Clark County requires inclusion of regionally significant intersections within a two-mile radius of a site that generates between 51 and 250 peak hour trips. Clark County staff initially indicated that the NE Reily Road/NE Blair Road should be included in the analysis, however the site-generated trip distribution pattern and trip assignment shown in the scoping documentation (and Figures 9 and 10 herein) show no site-generated trips are anticipated to utilize this intersection. Therefore, this intersection is not carried forward in the analysis as a study intersection.

Table 1. Study Intersections and Peak Hour Analysis Periods

ID	Study Intersection	Traffic Control
1	NE 232 nd Ave/NE 28 th St	TWSC
2	SR 500/NE 28 th St	TWSC
3	SR 500/NE 249 th Ave	TWSC
4	NE 249 th Ave/NE 14 th St	TWSC
5	NE 257 th Ave/NE 3 rd St	TWSC
6	SR 500/NE 3 rd St	TWSC (Future Roundabout)
7	SR 500/NE Everett Dr	TWSC (Future Roundabout)
8	SR 500/SE Leadbetter Rd	TWSC
9	SR 500/NE 43 rd Ave	Signalized
10	SR 500/NW Lake Rd	Roundabout
11	SR 500/NE 17 th Ave	TWSC
12	SR 500/NE 15 th Ave	TWSC
13	SR 500/NE 14 th Ave	TWSC
14	Division St/NW 6 th Ave	TWSC
15	NW Lacamas Ln/NW Lake Rd	TWSC
16	NW Sierra St/NW Lake Rd	TWSC (Future Roundabout)
17	NW Leadbetter Dr/NW Lake Rd	TWSC
18	NW Parker St/NW Lake Rd	Signalized
19	SE 283 rd Ave/SE 23 rd St	TWSC

TWSC = Two Way Stop Control

Capacity Analysis Methodology

Intersection level-of-service and volume-to-capacity (v/c) analyses described in this report were performed at signalized and unsignalized intersections in accordance with the procedures stated in the *Highway Capacity Manual, 7th Edition* (Reference 2) methodology using Synchro 12 software. Roundabouts were analyzed using Sidra and incorporate Sidra Policy Settings per WSDOT requirements (Reference 3)¹.

¹ <https://wsdot.wa.gov/sites/default/files/2021-03/TrafficOps-WSDOTSidraPolicyAndSettings.pdf>

Mobility Standards

City of Camas

Camas uses level of service (LOS) for traffic operations. Minor and local streets must meet LOS C standards, and collector and arterial streets must meet LOS D standards. If site traffic contributes to traffic operations that exceed the LOS D standard, then the TIS recommendations need to include mitigations or roadway improvements.

SR 500 (NE Everett Street)

Chapter 320 of WSDOT's *Design Manual* (Reference 4) covers traffic impact analysis on state facilities.

The Urban non-National Highway System facilities (non-HSS standard) established by the Southwest Washington RTC for Clark County is LOS E and applies to study intersections 6 through 12². The Rural non-HSS standard is LOS C, which based on WSDOT mapping, applies to study intersections 2 and 3.

Clark County

Clark County Code (CCC) Section 40.350.020.G defines the County's LOS standards.

Per CCC Section 40.350.020.G.1.c: *"All unsignalized intersections of regional significance in the unincorporated county shall achieve LOS E standards or better (if warrants are not met). If warrants are met, unsignalized intersections of regional significance shall achieve LOS D standards or better. Intersection control or mitigation of unsignalized intersections shall be at the discretion of the Public Works Director and shall not obligate the County to meet this LOS standard. However, proposed developments shall not be required to mitigate their impacts in order to obtain a concurrency approval unless:*

- (1) *The proposed development adds at least five (5) peak hour trips to a failing intersection approach; and*
- (2) *The worst movement on the failing approach is worsened by the proposed development. In determining whether the movement is worsened, the Public Works Director shall consider trip volume, delay, and any other relevant factors."*

Table 2 summarizes the applicable intersection performance metrics at each study intersection.

Two minor roadway County intersections are also included in the analysis – study intersections 4 and 5. Though by classification, these intersections are not regionally significant and are compared to a LOS E standard for informational purposes only.

² Regional Transportation Planning Organizations (RTPOs) have the authority to set LOS thresholds for non-Highways of Statewide Significance (HSS). The Urban non-HSS standard established by RTC for Clark County is LOS E.

Table 2. Study Intersection Performance Metrics

ID	Potential Study Intersection	Traffic Control	Jurisdictional Authority	Facility Designation	Operating Requirement
1	NE 232 nd Ave/NE 28 th St	TWSC	Clark County	Rural Major Collector	LOS E
2	SR 500/NE 28 th St	TWSC	RTC ¹	Rural non-HSS	LOS C
3	SR 500/NE 249 th Ave	TWSC	RTC ¹	Rural non- HSS	LOS C
4	NE 249 th Ave/NE 14 th St	TWSC	Clark County	Minor Road	LOS E ²
5	NE 257 th Ave/NE 3 rd St	TWSC	Clark County	Minor Road	LOS E ²
6	SR 500/SE 3 rd St	TWSC (Future Roundabout)	RTC ¹	Urban non-HSS	LOS E
7	SR 500/NE Everett Dr	TWSC (Future Roundabout)	RTC ¹	Urban non-HSS	LOS E
8	SR 500/SE Leadbetter Rd	TWSC	RTC ¹	Urban non-HSS	LOS E
9	SR 500/NE 43 rd Ave	Signalized	RTC ¹	Urban non-HSS	LOS E
10	SR 500/NW Lake Rd	Roundabout	RTC ¹	Urban non-HSS	LOS E
11	SR 500/NE 17 th Ave	TWSC	RTC ¹	Urban non-HSS	LOS E
12	SR 500/NE 15 th Ave	TWSC	RTC ¹	Urban non-HSS	LOS E
13	SR 500/NE 14 th Ave	TWSC	RTC ¹	Urban non-HSS	LOS E
14	Division St/NW 6 th Ave	TWSC	City of Camas	City Arterial	LOS D
15	NW Lacamas Ln/ NW Lake Rd	TWSC	City of Camas	City Arterial	LOS D
16	NW Sierra St/ NW Lake Rd	TWSC (Future Roundabout)	City of Camas	City Arterial	LOS D
17	NW Leadbetter Dr/ NW Lake Rd	TWSC	City of Camas	City Arterial	LOS D
18	NW Parker St/NW Lake Rd	Signalized	City of Camas	City Arterial	LOS D
19	SE 283 rd Ave/SE 23 rd St	TWSC	Clark County	Urban Collector	LOS E

TWSC = Two-way Stop Control

¹RTPOs have the authority to set LOS thresholds for non-Highways of Statewide Significance (HSS). The Urban non-HSS standard established by RTC for Clark County is LOS E.

²The Clark County Arterial Atlas identifies NE 249th Avenue, NE 3rd Street and NE 257th Avenue as Minor Roads. They are not considered Regionally Significant roadways and were compared to the regionally significant LOS E standard for informational purposes only.

REPORT FORMAT

This report addresses the following transportation topics:

- Existing land use and transportation system conditions within the site vicinity, including facilities for people walking, bicycles or taking transit, as well as traffic safety and intersection operations;
- Planned developments and transportation improvements within the study area;
- Forecast year 2030 background traffic conditions during the weekday AM and PM peak hours;
- Weekday AM and PM peak hour site trip generation and distribution estimates;
- Forecast year 2030 total traffic conditions with site development during the weekday AM and PM peak hours;
- Vehicle queuing and turn lane considerations at the study intersections closest to the site; and,
- Conclusions and recommendations.

EXISTING CONDITIONS

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of streets within the study area. The purpose of this section is to set the stage for a basis of comparison to future conditions. The study intersections were inventoried in April 2025.

Site Conditions and Adjacent Land Uses

The proposed development is generally located north of Lacamas Lake, west of NE Everett Street (SR 500) and south of NE 3rd Street, in the vicinity of NE 252nd Avenue. The approximately 36.04-acre site is comprised of Parcel Numbers 17788000 and 178175000. These two parcels are located within the North Shore area and are zoned North Shore Lower Density Residential (LD-NS), North Shore Mixed Use (MX-NS) and North Shore Commercial (C-NS).

A few single-family homes and agricultural uses occupy the site today. The site accesses the public roadway system via NE 252nd Avenue which connects to NE 3rd Street. The few existing structures may be removed part of the proposed site redevelopment, but structures on adjacent properties will remain until potential future development (by others)

Longer-term, with future development by others, a North Shore Boulevard connection east to the planned SE Everett Street/SE Everett Drive roundabout may be added, but such a connection is assumed to be outside of the timeframe for buildout of this development and is dependent on development of several of the adjacent properties. Additionally, North Shore Boulevard may be extended west in the future, to connect to NE 232nd Avenue if adjacent taxlots pursue redevelopment in the future.

This site is bordered to the north by the existing Johnston Dairy property, which includes several agricultural associated structures. To the southeast, this site is bordered by the CJ Dens development open space green area.

Transportation Facilities

Table 3 provides a summary of the existing streets closest to the site. Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.

Table 3. Existing Transportation Facilities

Street	Jurisdiction	Classification	Cross-Section	Posted Speed	Sidewalks Present?	Bike Lanes Present?
NE 232 nd Avenue	Clark County	Major Rural Arterial ¹	2-lane	45 mph	No	No
NE Everett Street (SR 500)	WSDOT	Rural Major Collector / Urban Minor Arterial ³	2-lane	45 mph ⁴	No	No
NE 249 th Avenue	Clark County	Minor Road	2-lane	40 mph	No	No
NE 14 th Street	Clark County	Minor Road	2-lane	40 mph	No	No
NE 3 rd Street	Clark County	Minor Road	2-lane	40 mph	No	No
NE 257 th Avenue	Clark County	Minor Road	2-lane	40 mph	No	No
SE Leadbetter Road	City	Local ⁵	2-lane	40 mph	No	No

¹Clark County Arterial Atlas (References 5 and 6)

²WSDOT Functional Classification (Reference 7)

³North of Robinson Road, SR 500 is classified as a Rural Major Collector. South of Robinson Road, SR 500 is classified as an Urban Minor Arterial.

⁴Along SR 500, lower advisory speeds are posted at roadway curves. As SR 500 approaches downtown Camas, the posted speed is reduced to 25 mph.

⁵ 2035 *City of Camas 2035 Comprehensive Plan (Transportation Element, Reference 8)*.

Facilities for Non-Motorized Users

As shown in Table 3, given the rural nature of the surrounding roadways, there are no sidewalks or bike lanes present today. It is anticipated that new sidewalks will be constructed on-site with project development, and that when built-out as an arterial, North Shore Boulevard will include facilities for pedestrians and bicyclists.

Transit Facilities

C-Tran provides transit service within the City of Camas. There are no fixed-route transit services currently operated in the site vicinity. The nearest fixed-route service provides east-west service along NE 3rd Avenue in the downtown Camas area and is located over two miles south of the project site.

Given the lack of transit service within a convenient ½ mile walking distance today and for the foreseeable future, no transit-related trip reductions were assumed in this study and no transit-related mitigation measures are recommended as part of the proposed development.

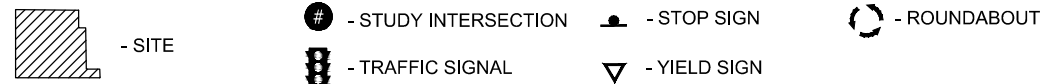


Figure
3

TRAFFIC SAFETY

WSDOT provided crash records for the five-year period from January 1, 2020 to December 31, 2024. The data was reviewed to identify potential crash trends or safety needs at the study intersection. Table 4 summarizes the reported crash type, severity and calculated crash rate by intersection. Appendix B contains the WSDOT crash data.

Table 4. Intersection Crash Frequency and Severity (January 2020 through December 2024)

#	Intersection	Agency	Collision Type								Crash Severity			Total Number of Crashes	Crash Rate ¹
			Rear-end	Turning	Angle	Side Swipe	Backing	Fixed Object	Ped/Bike	Other	PDO	Injury	Fatality		
1	NE 232 nd Ave/NE 28 th St	County	1	1	3	-	-	2	1	-	6	2	-	8	0.71
2	SR 500/NE 28 th St	WSDOT	-	1	2	-	-	-	-	-	3	-	-	3	0.24
3	SR 500/NE 249 th Ave	WSDOT	-	1	-	-	-	2	-	-	2	1	-	3	0.27
4	NE 249 th Ave/NE 14 th St	County	-	-	-	-	-	-	-	-	-	-	-	0	0.00
5	NE 257 th Ave/NE 3 rd St	County	-	-	-	-	-	-	-	-	-	-	-	0	0.00
6	SR 500/SE 3 rd St	WSDOT	1	-	-	-	-	3	-	-	4	-	-	4	0.61
7	SR 500/NE Everett Dr	WSDOT	-	-	1	-	-	2	-	-	2	1	-	3	0.36
8	SR 500/SE Leadbetter Rd	WSDOT	1	-	1	-	-	-	-	-	2	-	-	2	0.19
9	SR 500/NE 43 rd Ave	WSDOT	1	2	-	-	-	-	-	-	2	1	-	3	0.15
10	SR 500/NW Lake Rd	WSDOT	2	-	4	1	-	2	-	-	6	3	-	9	0.28
11	SR 500/NE 17 th Ave	WSDOT	-	-	-	-	-	-	-	-	-	-	-	0	0.00
12	SR 500/NE 15 th Ave	WSDOT	-	1	1	-	-	-	-	-	1	1	-	2	0.11
13	SR 500/NE 14 th Ave	WSDOT	1	1	1	-	-	1	-	-	4	-	-	4	0.27
14	Division St/NW 6 th Ave	City	2	1	1	-	-	1	1	-	4	2	-	6	0.21
15	NW Lacamas Ln/ NW Lake Rd	City	-	-	-	-	-	1	-	-	1	-	-	1	0.05
16	NW Sierra St/NW Lake Rd	City	-	-	1	-	-	-	-	-	1	-	-	1	0.04
17	NW Leadbetter Dr/ NW Lake Rd	City	-	-	1	-	-	-	-	-	-	1	-	1	0.05
18	NW Parker St/NW Lake Rd	City	5	1	1	1	-	-	-	-	5	3	-	8	0.30
19	SE 283 rd Ave/SE 23 rd St	City	-	-	-	-	-	2	-	-	1	1	-	2	0.26

¹ Crash rate is calculated as the number of crashes per million entering vehicles.

The sections that follow provide identification of crash types and/or factors contributing to the reported crashes.

Walking and Biking Related Crashes

As shown in Table 4, there were two reported crashes involving people riding bikes, one each at intersections #1 and #14. Details include:

- **NE 232nd Avenue / NE 28th Street (Intersection #1):** One non-injury bicycle-related crash was reported at this intersection. The incident involved a westbound through vehicle and a bicyclist making an improper turn/merge maneuver.

- **Division Street / NW 6th Avenue (Intersection #14):** A single bicycle-related crash was reported at this location, with a bicyclist and vehicle colliding at a stop sign and resulted in a suspected minor injury.

Crash Severity

There were no reported fatal crashes at the study intersections. There was one reported fatal collision that occurred in the vicinity of the NW Lacamas Lane/NW Lake Road intersection. This head-on collision involved two passenger cars and resulted in one fatality and four injuries. This collision occurred during daylight and dry conditions while one vehicle was negotiating a curve south of the intersection and was attributed to an unknown distraction.

None of the study intersections experienced a crash rate greater than 1.0 crashes per million entering vehicles (i.e., the metric used by the City to assess whether further analyses are warranted).

Further review of individual intersection crash patterns at WSDOT-maintained intersections is summarized below.

SR 500/NE 28th Street (Intersection #2)

Of the three reported crashes at the SR 500/NE 28th Street intersection:

- All occurred during daylight conditions.
- One involved a southbound through movement to the private driveway (south approach) that did not grant the right-of-way to a westbound through movement.
- One involved a northbound through movement from the private driveway that did not grant the right-of-way to a southbound left-turn movement.
- The third involved an eastbound through movement that made an improper turn/merge with an eastbound left-turn vehicle.

No crash trends requiring mitigation were identified at this intersection through the crash data review.

SR 500/NE 249th Avenue (Intersection #3)

Of the three reported crashes at the SR 500/NE 249th Avenue intersection:

- The injury crash involved a westbound motorcycle that struck a tree in the dark while reportedly exceeding the "reasonable safe speed" per the crash report.
- One involved an improper southbound left-turn out of a nearby driveway that was struck by a westbound through vehicle with the crash reported at the driveway within the intersection during daylight conditions.
- One involved interaction between an eastbound right-turn and a westbound through movement during rainy daylight conditions.

There are two private driveway approaches on the north side of SR 500 offset from the NE 249th Avenue approach: one located approximately 50 feet west of the intersection on SR 500 and the other approximately 80 feet to the east on SR 500. No crash trends requiring mitigation were identified at this intersection through the crash data review.

SR 500/SE 3rd Street (Intersection #6)

Of the four reported crashes at the SR 500/NE 249th Avenue intersection:

- Two fixed object collisions involved drivers under the influence of alcohol and one was exceeding a reasonable safe speed that ended up in a roadway ditch.
- The rear-end crash involved two eastbound vehicles with one driver characterized as “operating recklessly or aggressively”.

The intersection is located on a horizontal curve. WSDOT plans to construct a single lane roundabout at this intersection in the near-term (prior to the North Shore village residential development) as will be described further later in this report.

SR 500/NE Everett Drive (Intersection #7)

Of the three reported crashes at the NE Everett Street/NE Everett Drive intersection:

- All three crashes occurred during daylight conditions.
- Of the two single vehicle fixed object collisions, one was attributed a driver under the influence of alcohol in which the vehicle drove into a ditch while the other was attributed to distracted driving in which the vehicle struck a street light pole. Neither crash involved an injury.
- The injury crash involved a southbound left-turn and a northbound through movement in which the left-turn did not yield.

This intersection is planned to be reconstructed as a single lane roundabout in conjunction with the approved Camas Woods development project as will be described further later in this report.

SR 500/SE Leadbetter Road (Intersection #8)

Of the two reported crashes at the NE Everett Street/SE Leadbetter Road intersection:

- Both occurred during daylight hours.
- One involved an eastbound rear-end collision and one was an angle crash involving an eastbound left-turn and a northbound through movement. No injuries were reported with either crash.

Though SE Leadbetter Road currently connects to NE 232nd Avenue, longer-term the City envisions SE Leadbetter Road being disconnected to the west and converted to a walking/bicycling trail along Lacamas Lake. This change is not currently expected until after North Shore Boulevard is built-out, connecting NE 232nd Avenue to SR 500, but would be anticipated to change travel patterns through this intersection.

No crash trends requiring mitigation were identified at this intersection through the crash data review.

SR 500/NE 43rd Avenue (Intersection #9)

Of the three reported crashes at the SR 500/SE Leadbetter Road intersection:

- One crash was a rear-end collision that occurred during dark conditions and two were angle crashes that occurred during daylight.
- The two angle crashes involved southbound left-turning vehicles. The southbound left-turn movement is currently controlled by a protected green arrow and a permissive Flashing Yellow Arrow.

The City of Camas is currently in the process of designing a roundabout to replace the existing traffic signal, though roundabout construction is not programmed or financed at the time this report was prepared. No crash trends requiring mitigation were identified at this intersection through the crash data review.

SR 500/NW Lake Road (Intersection #10)

Of the nine reported crashes at the SR 500/NW Lake Road roundabout intersection:

- Four occurred during daylight conditions.
- Three were described as circulating the roundabout (one side swipe, two fixed object), five entering the roundabout, and one rear-end at the intersection but not related.

The roundabout was constructed in 2020. One crash was reported in 2020, one in 2021, two in 2023, and five in 2024 (one of which involved a driver under the influence of alcohol who hit a fixed object).

Roundabouts are considered a proven safety countermeasure by the Federal Highway Administration (FHWA), offering benefits such as slower travel speeds, fewer conflict points, and reduced crash severity compared to other intersection types. There was no pattern apparent amongst the crashes and no crash trends requiring mitigation were identified at this intersection through the crash data review.

SR 500/NE 17th Avenue (Intersection #11)

This intersection had no reported crashes over the five-year review period.

SR 500/NE 15th Avenue (Intersection #12)

Of the two reported crashes at the SR 500/NE 15th Avenue intersection:

- Both occurred during daylight hours.
- One involved an eastbound right turn that did not signal being struck by an eastbound through movement while the other angle crash resulted in a minor injury attributed to a vehicle that failed to grant the right-of-way.

No crash trends requiring mitigation were identified at this intersection through the crash data review.

SR 500/NE 14th Avenue (Intersection #13)

Of the four reported non-injury crashes at the NE Everett Street/NE 14th Avenue intersection:

- A single vehicle fixed object crash occurred during daylight hours and involved a fire hydrant.
- The turning crash involved a speeding vehicle making a left-turn making contact with a legally parked unoccupied vehicle in the dark at 5:30 AM.
- One rear-end crash involved two southbound vehicles on SR 500, with one vehicle noted as following too closely under dark conditions.
- One involved a school bus making a northbound right-turn around 4:22 PM struck by a westbound vehicle that did not grant the right-of-way in 2021.

No crash trends requiring mitigation were identified at this intersection through the crash data review, though it is noted that the existing two-way stop control configuration (eastbound and westbound are stop controlled, northbound and southbound operate uncontrolled) functionally operates more like a three-way stop control, as the northbound private driveway approach crosses a sidewalk. Observations of the

intersection showed a tendency for many westbound drivers on NE 14th Avenue to slow, but not fully stop at the intersection.

No safety-based mitigation needs were identified for implementation in conjunction with the proposed development based on the crash data review.

Traffic Volumes and Peak Hour Operations

Vehicle turning movement, pedestrian and bicycle counts were collected at the study intersections on a mid-week day in April 2025 during the morning (7:00 – 9:00 AM) and evening (4:00 - 6:00 PM) hours when local schools were in-session and there were no adverse weather conditions. *Appendix C contains the traffic count sheets used in this study.*

The weekday AM and PM peak hour traffic volumes and the associated intersection operations are shown in Figures 4 and 5. As shown, the study intersections satisfy the applicable agency standards/targets under existing weekday AM peak hour conditions. During weekday PM peak hour conditions, all but two study intersections satisfy the applicable agency standards/targets today. The two study intersections that do not satisfy the applicable performance measures during PM peak hour conditions are discussed further below.

SR 500 (NE Everett Street)/NE 14th Avenue (Intersection #13)

Delay experienced on the eastbound stop controlled approach results in LOS F operations (exceed LOS E requirement) during the weekday PM peak hour with a V/C ratio of 0.61. Although both the eastbound and westbound approaches are stop controlled, observation of the intersection indicates that drivers making the higher volume westbound to northbound movement at times create "courtesy gaps" for the occasional eastbound drivers to enter the intersection.

NW Sierra Street/NW Lake Road (Intersection #16)

Delay experienced by the stop controlled northbound left-turn movement results in LOS E operations (exceed LOS D requirement) with a V/C ratio of 0.40 during the weekday PM peak hour. Northbound right-turn movements operate at LOS B with a 0.21 V/C ratio during the same period. The City of Camas is preparing design plans to construct a roundabout at the intersection.

Other Observations

While the respective agency standards/targets are satisfied, field observations identified notable delay and queueing on SR 500 near Everett Drive, and the northbound NE 232nd Avenue approach to NE 28th Street during the weekday morning and afternoon dismissal periods of the nearby schools. These peak queues were observed to last for approximately 15 minutes and were associated with school related trips at the start and end of the school classroom day.

Appendix D includes the existing conditions level-of-service worksheets.

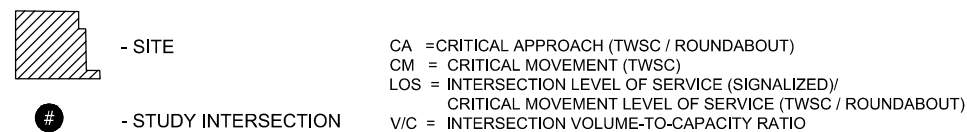
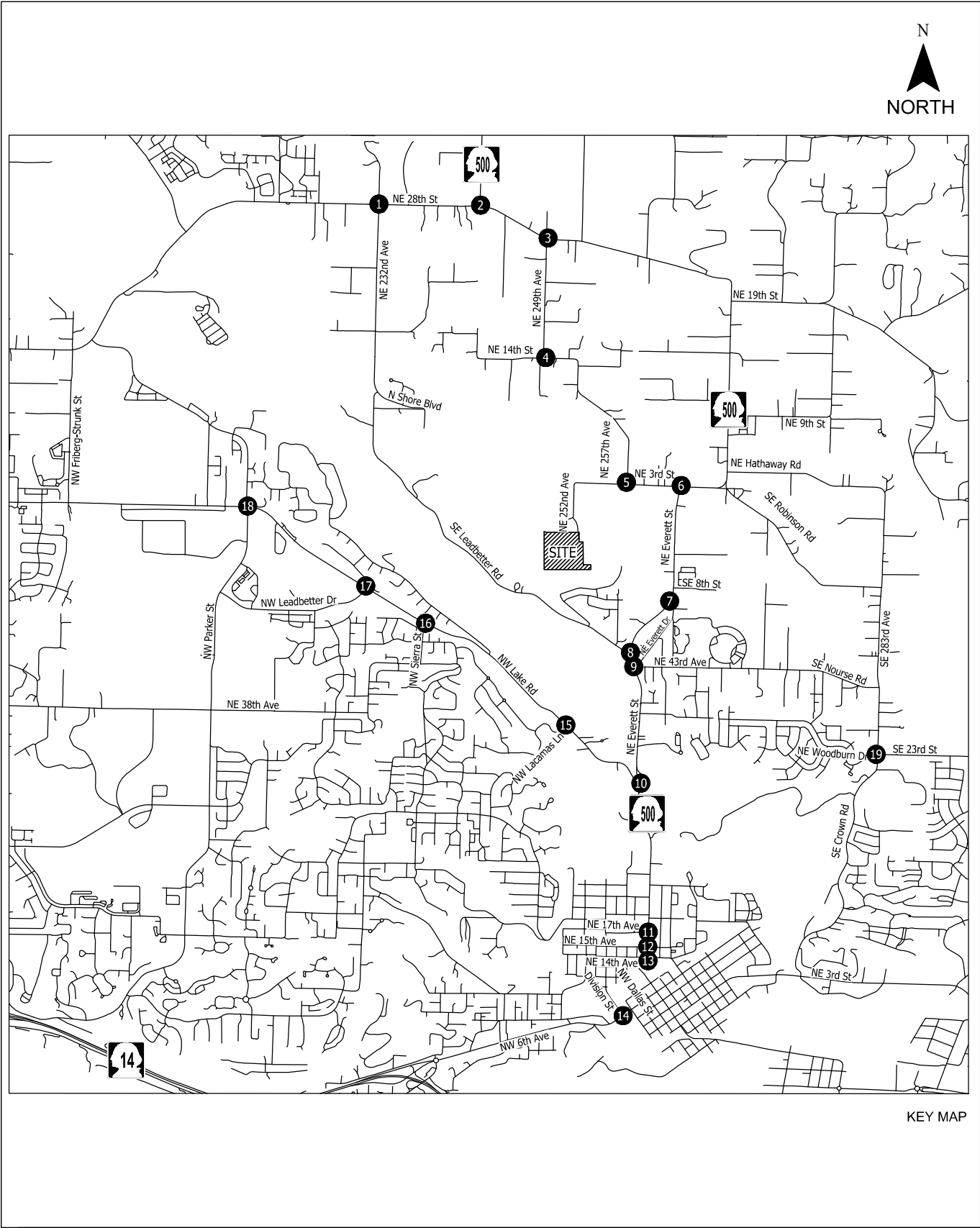
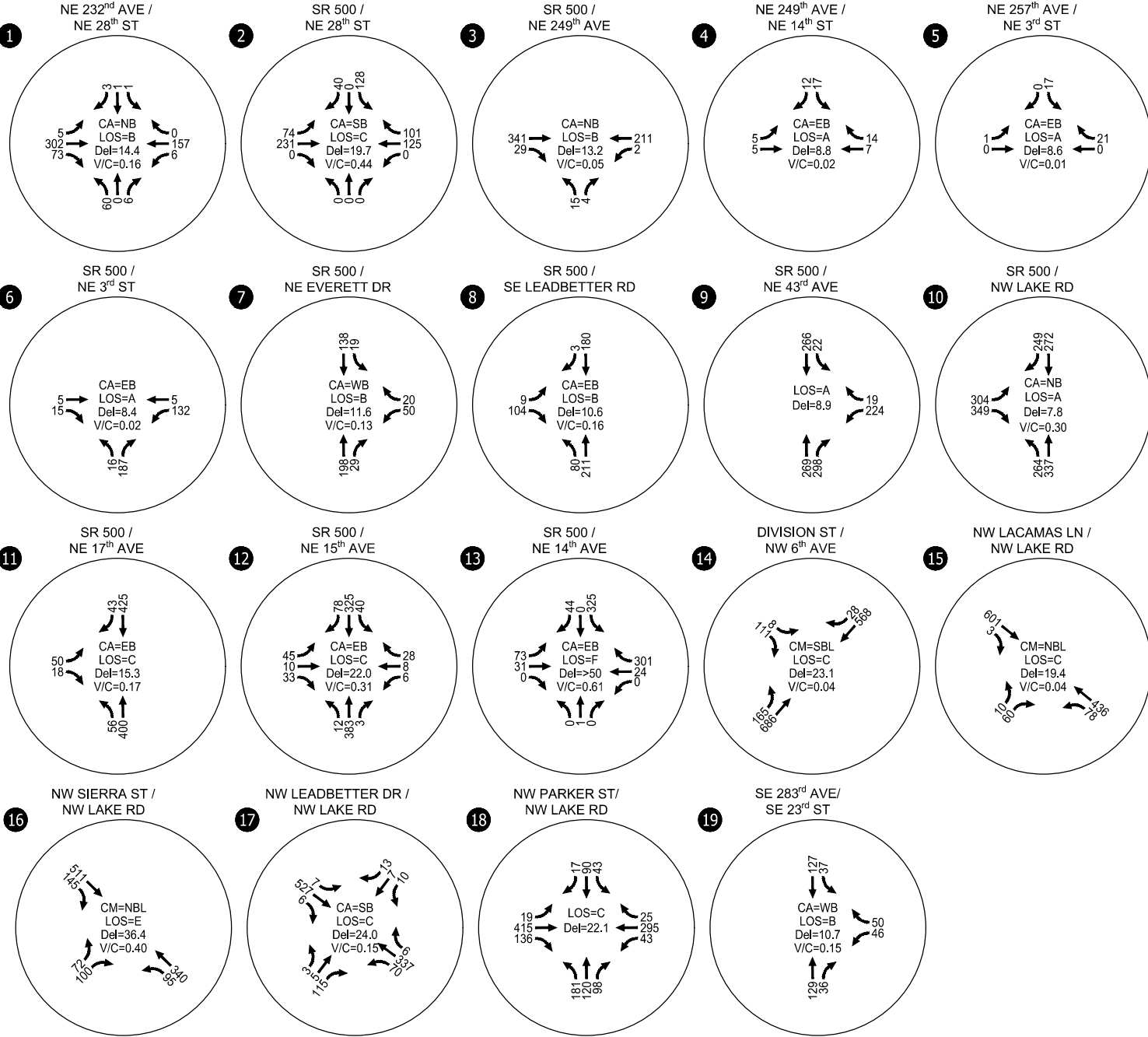


Figure
4



KEY MAP



H:\31552 - Village at North Shore\report\figs\31552_Figures.dwg Jun 24, 2025 - 4:08pm - sbanerjee Layout Tab: Fig5 EX PM

- SITE
- STUDY INTERSECTION

CA = CRITICAL APPROACH (TWSC / ROUNDABOUT)
CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)
CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC / ROUNDABOUT)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO

Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)
CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL

2025 Existing Traffic Conditions
Weekday PM Peak Hour
Camas, Washington

Figure
5

2030 BACKGROUND TRAFFIC CONDITIONS

The year 2030 background traffic analysis identifies how the study intersections will operate prior to the construction and occupancy of the North Shore Village development. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region but does not include traffic from the proposed homes.

Planned Developments & Transportation Improvements

City staff identified the following previously approved developments to include in the traffic forecasts for the year 2030:

- Camas Woods and Camas Woods 2, located east of SR 500 between Everett Drive and NE 8th Street;
- Camas Heights, located on the north side of NE 28th Street at and west of NE 232nd Avenue;
- Green Mountain Estates, located on the north side of NE 28th Street east of NE 222nd Avenue;
- Green Mountain Planned Residential Development (PRD), located east of NE Ingle Road north of NE 28th Street;
- Lacamas Hills, located on the north side of Leadbetter Road west of Everett Road (formerly known as CJ Dens East Subdivision); and,
- Monte Verde Subdivision, located on the south side of NE 28th Street west of NE 232nd Avenue.

In addition to the "in-process" development traffic, a two percent growth rate was also applied to study intersections 1 through 7 and 19, to account for continued growth in regional traffic along SR 500 north of Everett Drive and at Clark County intersections. *In-process traffic details as provided by the City are included in Appendix E.*

Per City staff, there are no funded changes to the study intersections and/or streets within the next six years that will materially affect traffic volumes. However, there are two near-term planned roundabout projects that are anticipated to be completed by 2030 and are therefore considered in-place for the background analyses. These roundabout projects are:

- SR 500/SE 3rd Street (WSDOT delivered, construction anticipated in late 2025-2026); and,
- SR 500/NE Everett Drive (Private development delivered, associated with the Camas Woods project).

Although the City of Camas is currently planning for, and designing a roundabout at the NW Sierra Street/NW Lake Road intersection, the construction funding and timing is uncertain at this time. Therefore, this roundabout is not considered in-place for the background analyses but is further discussed in the following sections relating to mitigations and associated fees.

Figures 6 and 7 show the projected 2030 turning movement volumes and associated intersection analyses during weekday AM and PM peak hour periods. As shown, three intersections were found to experience delays that do not satisfy the applicable operating parameters during the future peak hour analysis periods including the two intersections whose performance levels don't satisfy the operating metrics today (NE Everett Street/NE 14th Avenue and NW Sierra Street/NW Lake Road).

Study intersections that are projected to not satisfy the applicable performance metrics are:

- SR500 (NE Everett Street)/NE 28th Street (Intersection #2): PM peak hour

- NE Everett Street/NE 14th Avenue (Intersection #13): PM peak hour
- NW Sierra Street/NW Lake Road (Intersection #16): AM and PM peak hours

Appendix F includes the 2030 background traffic operations worksheets.

SR 500 (NE Everett Street)/NE 28th Avenue (Intersection #2)

Forecast delay for the southbound stop controlled approach results in LOS E operations (exceeding LOS requirements) during the weekday PM peak hour with a V/C ratio of 0.71. This finding is consistent with past studies and the City of Camas, Clark County and WSDOT are coordinating regarding the potential to collect proportional share mitigation towards a future roundabout from development projects that impact the intersection.

SR 500 (NE Everett Street)/NE 14th Avenue (Intersection #13)

As seen under existing conditions, delay experienced on the eastbound stop controlled approach results in LOS F operations (exceed LOS E requirement) during the weekday PM peak hour with a V/C ratio of 0.72.

NW Sierra Street/NW Lake Road (Intersection #16)

As seen under existing conditions, delay experienced by the stop controlled northbound left-turn movement results in LOS E operations (exceeding LOS D requirement) with a V/C ratio of 0.45 during the weekday PM peak hour. During the weekday AM peak hour, the critical northbound left-turn movement is also forecast to operate at LOS E and with a V/C ratio of 0.50. The City of Camas is preparing design plans to construct a roundabout at this intersection, but as construction funding and timing is uncertain, the roundabout is not assumed in place for the 2030 analyses.

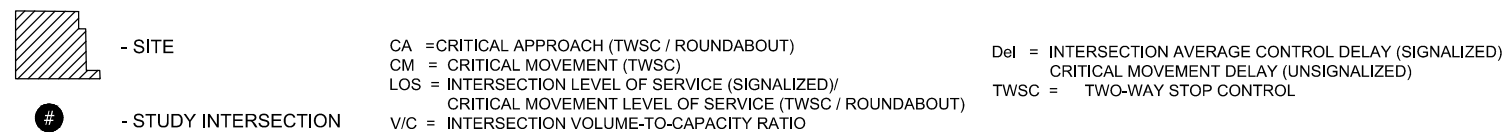


Figure
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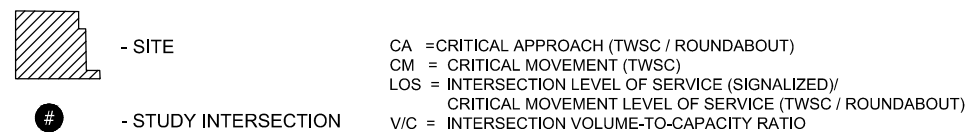


Figure
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PROPOSED DEVELOPMENT

The Applicant proposes to construct 41 detached single-family homes, 61 attached homes (townhomes), and 140 apartments on the project site. Residential buildout is anticipated by 2030.

Vehicular site access is proposed via the existing NE 252nd Avenue connection to NE 3rd Street and NE 257th Avenue. Longer-term, with future development by others, a North Shore Boulevard connection to the planned SE Everett Street/SE Everett Drive roundabout may be added. Additionally, if properties to the west of the subject development also redevelop in the future, it is anticipated that North Shore Boulevard will also connect west to NE 232nd Avenue.

With development of this site, it is anticipated that the existing adjacent dairy farm and few residential homes may remain, and continue to utilize NE 252nd Avenue to access NE 3rd Street.

Trip Generation Estimate

The anticipated vehicular trips for the proposed development (Phases 1-5) were calculated based on fitted equation trip rates contained in the *Trip Generation Manual, 11th Edition* (Reference 9) as shown in Table 5. A breakout of daily traffic is provided considering just Phases 1- 3, and Phases 4-5 to inform daily traffic volume estimates for adjacent County roadways, though buildout of all phases (1-5) are considered in this TIA peak hour analysis.³

Table 5. Estimated Site Trip Generation

Land Use	ITE Code	Size (Units)	Daily Trips	Weekday AM Peak			Weekday PM Peak		
				Total	In	Out	Total	In	Out
Detached Single-Family Homes	210	41	444	33	8	25	43	27	16
Multi-Family Low-Rise	220	140	973	66	16	50	81	51	30
Single Family Attached	215	61	414	26	7	19	33	19	14
TOTAL NET NEW (ALL PHASES)			1,831	125	31	94	157	97	60
Phases 1 – 3			1,338						
Phases 4 – 5			493						

Trip Distribution and Assignment

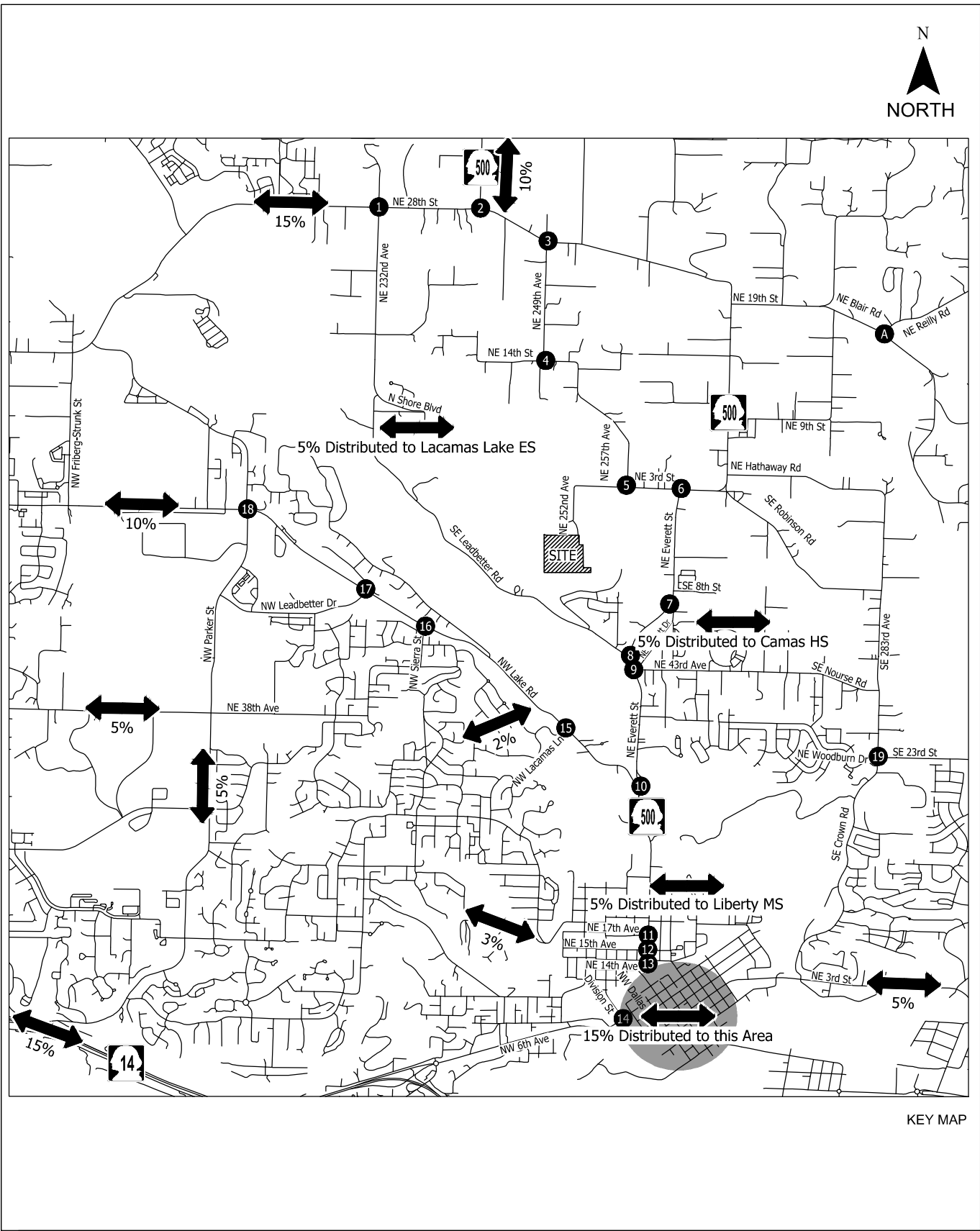
An estimated trip distribution pattern for the planned residential land uses was developed based on review of past Southwest Washington Regional Transportation Council (RTC) modeling of nearby TAZs and review of the existing and planned roadway network in the North Shore area⁴.

³ As the fitted curve equations are not all linear functions, the breakout of daily trips for Phases 1-3 and 4-5 is based the proportional of number of units per phase applied to the full buildout (Phases 1-5) estimate.

⁴ We note that RTC does not currently have a model fully reflective of the adopted North Shore Plan and companion roadway network as of April 2025. RTC staff indicate they will create model updates upon the City's adoption of a new Growth Management Area (GMA) and road network and completion of the County's Regional Transportation Plan updates in collaboration with communities across the County.

Additionally, Google Maps mapping and route planning suggestions were reviewed during peak hour time frames to better understand this tool's recommended travel routes, route travel time and route distances. Specifically, routing between the proposed site and nearby key destinations including Harmony Sports Complex, the NE 192nd Avenue and SE Mill Plain Boulevard retail corridors, and the Vancouver Mall area were reviewed during AM and PM peak hour time frames. Ultimately, for trips within 5 to 12 miles of the site, the recommended routing for northbound and westbound vehicles trips heavily favored NE 28th Street and NE Lake Road, whereas SR 14 is more often recommended by Google as a westbound route for trips exceeding 15 miles in length.

Figures 8 and 9 illustrate the estimated trip distribution pattern and resulting AM and PM peak hour site trip assignments, respectively. The estimated trip assignment reflects the opening day access plan for the site, with all vehicle trips accessing the public roadway network via NE 252nd Avenue to NE 3rd Street. Some site-generated trips can be expected to re-route to North Shore Boulevard when that roadway is extended west to NE 232nd Avenue and/or east to SR 500 by others in the future.



KEY MAP



Site Generated Trip Assignment
Weekday AM Peak Hour
Camas, Washington
Figure 8

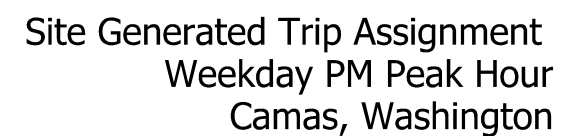


Figure
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2030 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study intersections will operate with the traffic associated with full occupancy of the proposed residential development. The site-generated trips shown in Figures 8 and 9 were added to the 2030 background traffic volumes reflected in Figures 6 and 7 to arrive at the 2030 total traffic volumes shown in Figures 10 and 11. Figures 10 and 11 also include the resulting intersection operations under total traffic conditions.

Those intersections that did not satisfy the applicable performance metrics under background conditions each are projected to experience an incremental increase in delay/degradation in operations with the addition of site trips. Further, the northbound stop-controlled approach to NE 232nd Avenue/NE 28th Street (Intersection #1) is projected to operate with high delay (LOS F) during the AM peak hour.

For ease of comparison, Tables 6 and 7 summarize intersection operations for the AM and PM peak hour analysis periods, respectively. Operations findings at intersections that don't satisfy the applicable performance requirements are then presented individually including recommended mitigation measures where appropriate. Per the City of Camas *Transportation Impact Study Guidelines*, mitigation measures are to be identified at locations where site traffic contributes to traffic operations that exceed the City's LOS performance standard.

Appendix G contains the year 2030 total traffic analysis worksheets.

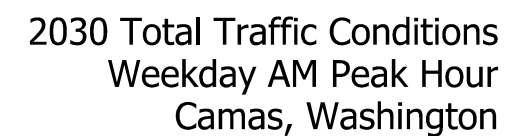
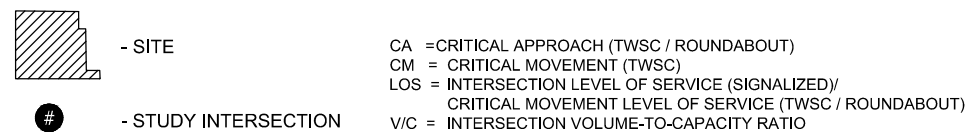


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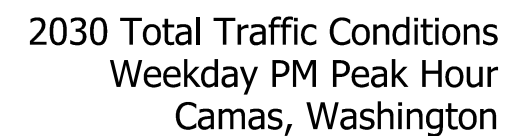
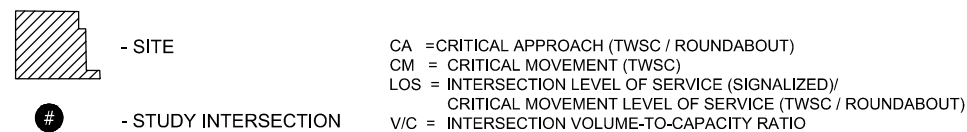


Figure
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Table 6. Projected Weekday AM Peak Hour Study Intersection Operations Summary

ID	Study Intersection	Traffic Control	Operating Requirement	Existing Conditions	2030 Background Traffic	2030 Total Traffic
1	NE 232 nd Ave/ NE 28 th St	TWSC	LOS E	CA = NB LOS C, 20.1 sec V/C = 0.40	CA = NB LOS E, 46.5 sec V/C = 0.74	CA = NB LOS F, >50.0 sec V/C = 0.79
2	SR 500/ NE 28 th St	TWSC	LOS C	CA = SB LOS B, 14.0 sec V/C = 0.33	CA = SB LOS C, 18.5 sec V/C = 0.46	CA = SB LOS C, 20.0 sec V/C = 0.49
3	SR 500/ NE 249 th Ave	TWSC	LOS C	CA = NB LOS B, 12.3 sec V/C = 0.06	CA = NB LOS B, 13.8 sec V/C = 0.08	CA = NB LOS B, 14.6 sec V/C = 0.14
4	NE 249 th Ave/ NE 14 th St	TWSC	LOS E*	CA = EB LOS A, 8.7 sec V/C = 0.02	CA = EB LOS A, 8.7 sec V/C = 0.03	CA = EB LOS A, 8.8 sec V/C = 0.03
5	NE 257 th Ave/ NE 3 rd St	TWSC	LOS E*	CA = EB LOS A, 0.0 sec V/C = 0.01	CA = EB LOS A, 0.0 sec V/C = 0.01	CA = EB LOS A, 9.3 sec V/C = 0.14
6	SR 500/ SE 3 rd St	TWSC (Future Roundabout by 2030)	LOS E	CA=EB LOS A, 8.5 sec V/C = 0.04	CA=WB LOS A, 9.6 sec V/C = 0.31	CA=WB LOS A, 9.8 sec V/C = 0.31
7	SR 500/ NE Everett Dr	TWSC (Future Roundabout by 2030)	LOS E	CA = WB LOS C, 24.4 sec V/C = 0.41	CA = WB LOS A, 9.9 sec V/C = 0.33	CA = WB LOS B, 10.1 sec V/C = 0.34
8	SR 500/ SE Leadbetter Rd	TWSC	LOS E	CA = EB LOS C, 17.8 sec V/C = 0.39	CA = EB LOS D, 34.0 sec V/C = 0.67	CA = EB LOS E, 46.2 sec V/C = 0.76
9	SR 500/ NE 43 rd Ave	Signalized	LOS E	LOS B, 12.3 sec	LOS B, 13.0 sec	LOS B, 13.3 sec
10	SR 500/ NW Lake Rd	Roundabout	LOS E	CA = EB LOS B, 11.5 sec V/C = 0.55	CA = EB LOS B, 13.9 sec V/C = 0.64	CA = EB LOS B, 15.2 sec V/C = 0.68
11	SR 500/ NE 17 th Ave	TWSC	LOS E	CA = EB LOS C, 15.2 sec V/C = 0.19	CA = EB LOS C, 17.1 sec V/C = 0.25	CA = EB LOS C, 17.9 sec V/C = 0.26
12	SR 500/ NE 15 th Ave	TWSC	LOS E	CA = EB LOS D, 26.9 sec V/C = 0.36	CA = EB LOS D, 34.0 sec V/C = 0.46	CA = EB LOS E, 39.1 sec V/C = 0.51
13	SR 500/ NE 14 th Ave	TWSC	LOS E	CA = EB LOS C, 23.9 sec V/C = 0.32	CA = EB LOS D, 29.0 sec V/C = 0.38	CA = EB LOS D, 33.6 sec V/C = 0.43
14	Division St/ NW 6 th Ave	TWSC	LOS D	CM = SBL LOS C, 20.1 sec V/C = 0.05	CM = SBL LOS C, 21.3 sec V/C = 0.05	CM = SBL LOS C, 21.6 sec V/C = 0.05
15	NW Lacamas Ln/ NW Lake Rd	TWSC	LOS D	CM = NBL LOS C, 19.9 sec V/C = 0.02	CM = NBL LOS C, 21.0 sec V/C = 0.02	CM = NBL LOS C, 21.7 sec V/C = 0.02

ID	Study Intersection	Traffic Control	Operating Requirement	Existing Conditions	2030 Background Traffic	2030 Total Traffic
16	NW Sierra St/ NW Lake Rd	TWSC (Future Roundabout Not Assumed by 2030)	LOS D	CM = NBL LOS D, 33.6 sec V/C = 0.45	CM = NBL LOS E, 38.0 sec V/C = 0.50	CM = NBL LOS E, 40.9 sec V/C = 0.52
17	NW Leadbetter Dr/NW Lake Rd	TWSC	LOS D	CA = SB LOS C, 22.6 sec V/C = 0.12	CA = SB LOS C, 24.9 sec V/C = 0.13	CA = SB LOS D, 25.9 sec V/C = 0.14
18	NW Parker St/ NW Lake Rd	Signalized	LOS D	LOS B, 19.3 sec	LOS B, 19.6 sec	LOS B, 19.7 sec
19	SE 283 rd Ave/SE 23 rd St	TWSC	LOS E	CA = WB LOS B, 11.6 sec V/C = 0.22	CA = WB LOS B, 12.8 sec V/C = 0.27	CA = WB LOS B, 12.9 sec V/C = 0.28

Where: TWSC = Two-way Stop Control, LOS = Level of Service, CA = Critical Approach, CM = Critical Movement, V/C = Volume-to-Capacity ratio, NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left-turn, R = Right-turn. **Bold indicates operating requirement is exceeded.**

*Used as a basis of comparison for informational purposes only. Clark County has no adopted operational standard for intersections of rural local roads.

Table 7. Projected Weekday PM Peak Hour Study Intersection Operations Summary

ID	Study Intersection	Traffic Control	Operating Requirement	Existing Conditions	2030 Background Traffic	2030 Total Traffic
1	NE 232 nd Ave/ NE 28 th St	TWSC	LOS E	CA = NB LOS B, 14.4 sec V/C = 0.16	CA = NB LOS C, 23.4 sec V/C = 0.42	CA = NB LOS D, 25.1 sec V/C = 0.45
2	SR 500/ NE 28 th St	TWSC	LOS C	CA = SB LOS C, 19.7 sec V/C = 0.44	CA = SB LOS E, 37.9 sec V/C = 0.71	CA = SB LOS E, 49.0 sec V/C = 0.80
3	SR 500/ NE 249 th Ave	TWSC	LOS C	CA = NB LOS B, 13.2 sec V/C = 0.05	CA = NB LOS C, 15.5 sec V/C = 0.07	CA = NB LOS C, 16.8 sec V/C = 0.12
4	NE 249 th Ave/ NE 14 th St	TWSC	LOS E*	CA = EB LOS A, 8.8 sec V/C = 0.02	CA = EB LOS A, 8.9 sec V/C = 0.02	CA = EB LOS A, 8.9 sec V/C = 0.02
5	NE 257 th Ave/ NE 3 rd St	TWSC	LOS E*	CA = EB LOS A, 8.6 sec V/C = 0.01	CA = EB LOS A, 8.6 sec V/C = 0.01	CA = EB LOS A, 9.8 sec V/C = 0.11
6	SR 500/ SE 3 rd St	TWSC (Future Roundabout By 2030)	LOS E	CA=EB LOS A, 8.4 sec V/C = 0.02	CA=WB LOS A, 9.5 sec V/C = 0.17	CA=WB LOS A, 9.8 sec V/C = 0.19
7	SR 500/ NE Everett Dr	TWSC (Future Roundabout By 2030)	LOS E	CA = WB LOS B, 11.6 sec V/C = 0.13	CA = WB LOS A, 9.7 sec V/C = 0.22	CA = WB LOS B, 10.0 sec V/C = 0.24
8	SR 500/ SE Leadbetter Rd	TWSC	LOS E	CA = EB LOS B, 10.6 sec V/C = 0.16	CA = EB LOS C, 15.6 sec V/C = 0.34	CA = EB LOS C, 17.5 sec V/C = 0.38
9	SR 500/ NE 43 rd Ave	Signalized	LOS E	LOS A, 8.9 sec	LOS A, 9.9 sec	LOS B, 10.3 sec
10	SR 500/ NW Lake Rd	Roundabout	LOS E	CA = NB LOS A, 7.8 sec V/C = 0.30	CA = EB LOS A, 8.5 sec V/C = 0.31	CA = EB LOS A, 8.7 sec V/C = 0.34
11	SR 500/ NE 17 th Ave	TWSC	LOS E	CA = EB LOS C, 15.3 sec V/C = 0.17	CA = EB LOS C, 20.3 sec V/C = 0.37	CA = EB LOS C, 21.7 sec V/C = 0.40
12	SR 500/ NE 15 th Ave	TWSC	LOS E	CA = EB LOS C, 22.0 sec V/C = 0.31	CA = EB LOS D, 26.7 sec V/C = 0.38	CA = EB LOS D, 28.8 sec V/C = 0.41
13	SR 500/ NE 14 th Ave	TWSC	LOS E	CA = EB LOS F, >50 sec V/C = 0.61	CA = EB LOS F, >50 sec V/C = 0.72	CA = EB LOS F, >50 sec V/C = 0.78
14	Division St/ NW 6 th Ave	TWSC	LOS D	CM = SBL LOS C, 23.1 sec V/C = 0.04	CM = SBL LOS D, 28.1 sec V/C = 0.05	CM = SBL LOS D, 29.5 sec V/C = 0.05
15	NW Lacamas Ln/ NW Lake Rd	TWSC	LOS D	CM = NBL LOS C, 19.4 sec V/C = 0.04	CM = NBL LOS C, 20.7 sec V/C = 0.05	CM = NBL LOS C, 21.4 sec V/C = 0.05

ID	Study Intersection	Traffic Control	Operating Requirement	Existing Conditions	2030 Background Traffic	2030 Total Traffic
16	NW Sierra St/ NW Lake Rd	TWSC (Future Roundabout, Not Assumed by 2030)	LOS D	CM = NBL LOS E, 36.4 sec V/C = 0.40	CM = NBL LOS E, 42.1 sec V/C = 0.45	CM = NBL LOS E, 45.6 sec V/C = 0.47
17	NW Leadbetter Dr/NW Lake Rd	TWSC	LOS D	CA = SB LOS C, 24.0 sec V/C = 0.15	CA = SB LOS D, 27.1 sec V/C = 0.17	CA = SB LOS D, 28.6 sec V/C = 0.18
18	NW Parker St/ NW Lake Rd	Signalized	LOS D	LOS C, 22.1 sec	LOS C, 22.7 sec	LOS C, 23.1 sec
19	SE 283 rd Ave/SE 23 rd St	TWSC	LOS E	CA = WB LOS B, 10.7 sec V/C = 0.15	CA = WB LOS B, 11.9 sec V/C = 0.19	CA = WB LOS B, 11.9 sec V/C = 0.19

Where: TWSC = Two-way Stop Control, LOS = Level of Service, CA = Critical Approach, CM = Critical Movement, V/C = Volume-to-Capacity ratio, NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left-turn, R = Right-turn. **BOLD indicates operating requirement is exceeded.**

*Used as a basis of comparison for informational purposes only. Clark County has no adopted operational standard for intersections of rural local roads.

Total Traffic Intersection Operations Discussion

Considerations associated with each of the intersections not satisfying the applicable agency performance metrics during one or both of peak hour analysis periods are presented below. *Appendix H contains the year 2030 total traffic mitigation analysis worksheets.*

NE 232nd Avenue/NE 28th Street (Intersection #1)

The northbound stop-controlled approach to NE 232nd Avenue/NE 28th Street (Intersection #1) is projected to operate with high delay (LOS F) during the AM peak hour and with a V/C ratio of 0.79.

The proposed site development projected to add 2 weekday AM peak hour trips to the stop controlled northbound approach. Accordingly, no mitigation is recommended in conjunction with the proposed site development per CCC Section 40.350.020.G.1.c.1 (the proposed development adds fewer than five (5) peak hour trips to the failing intersection approach).

SR 500 (NE Everett Street)/NE 28th Street (Intersection #2)

Consistent with the background conditions analysis, delay experienced on the southbound stop-controlled approach continues to result in LOS E operations (exceed the LOS C requirement) during the weekday PM peak hour with a V/C ratio of 0.80. The intersection is projected to continue to operate acceptably during the weekday AM peak hour analysis period. The City of Camas, Clark County and WSDOT are coordinating regarding the potential to collect proportional share mitigation towards a future roundabout from development projects that impact the intersection; however, WSDOT does not currently have a planned/funded project for the intersection.

Given the forecast LOS E conditions occur under background conditions and that the proposed development is projected to add 10 southbound left-turns to the intersection during the weekday PM peak hour (47 total site trips are projected to enter the intersection during the PM peak hour), we recommend the Applicant collaborate with WSDOT to determine if a proportional share financial contribution to a future intersection capacity improvement is appropriate in conjunction with the proposed development.

As an alternative, implementation of interim all-way stop control at the intersection would provide for acceptable operations during the weekday PM peak hour (eastbound approach LOS C with a V/C ratio of 0.65, overall intersection LOS B).

SR 500 (NE Everett Street)/NE 14th Avenue (Intersection #13)

Consistent with existing and forecast background conditions, delay experienced on the eastbound stop controlled approach results in LOS F operations (exceed LOS E requirement) during the weekday PM peak hour with a V/C ratio of 0.78.

No site-generated trips are projected to use the eastbound approach during the PM peak hour given there are alternative travel routes available eastbound within the downtown urban grid that drivers can use as a route alternative to the project site (including but not limited to NE 17th Avenue, NE 19th Avenue and NE 21st Avenue to the north). As such, no mitigation is recommended in conjunction with site development.

NW Sierra Street/NW Lake Road (Intersection #16)

As shown under background 2030 conditions, delay experienced by the stop controlled northbound left-turn movement results in LOS E operations (exceed LOS D requirement) during both AM and PM peak hours with V/C ratios of 0.52 and 0.47, respectively. The City of Camas is preparing design plans to construct a roundabout at this intersection and has begun collection of proportional share mitigation fees at the intersection. We recommend the Applicant make a proportional financial mitigation contribution to the City of Camas' planned NW Sierra Street/NW Lake Road intersection improvement project.

Based on a recent land use decision, the City is currently assessing a fee of \$1,423 per PM peak hour trip added to this intersection, but may switch to a future Traffic Impact Fee (TIF) as part of the on-going TIF Update program which is anticipated to be completed in 2025. Assuming the \$1,423 per PM peak trip remains in effect for this development application, the resulting fee for this development is estimated to be \$45,536 (based on 32 PM peak hour trips added through the intersection). The City will determine the final contribution amount required.

INTERSECTION QUEUING CONSIDERATIONS

Forecast total traffic year 2030 95th percentile queues were reviewed at the intersections closest to the study site. Each of these locations is discussed independently below.

NE 3rd Street/NE 257th Avenue (Intersection #5)

This existing County intersection will be the primary public roadway connection for the residential development, until North Shore Boulevard is built (by others) connecting to the west at NE 232nd Avenue and to the east at SR 500. The 95th percentile queue lengths at the stop-controlled eastbound approach are forecast to be one vehicle length or less under total traffic 2030 conditions.

NE 249th Avenue/SR 500 (Intersection #3)

The 95th percentile queue lengths at the stop-controlled northbound approach to this intersection are forecast to be one vehicle length or less under total traffic 2030 conditions.

NE 3rd Street/SR 500 (Intersection #6)

It is forecast that the west leg (eastbound approach) to the future a single lane roundabout at this location will experience 95th percentile queues of one vehicle length or less under total traffic 2030 conditions.

TURN LANE NEEDS

The potential need for a turn lanes at the intersections closest to the proposed site was also reviewed. These locations include:

- NE 249th Avenue / SR 500, and
- NE 257th Avenue / NE 3rd Street.

Consideration of turn lanes at each of these intersections is further described below. *Appendix I includes the supporting turn lane guidance worksheets.*

SR 500/NE 249th Avenue

As it is anticipated that most trips to/from the north and northwest will utilize NE 249th Avenue to access SR 500, the forecast total traffic volumes at the existing two way stop-controlled intersection were reviewed based on the guidance in the *WSDOT Design Manual*.

The low westbound left-turning volumes at the intersection indicate that the guidance for consideration of a westbound-left turn lane is not met.

The forecast right-turning volumes indicate that that right-turn pocket or taper should be considered. However, the addition of a right-turn lane or taper may be precluded by existing limited right-of-way, and may require removal of several existing roadside trees. Additionally, the use of NE 249th Avenue by trips traveling to/from the site that are north/northwest bound is anticipated to be an interim condition, until North Shore Boulevard is built connecting NE 232nd Avenue to SR 500. Once North Shore Boulevard is constructed, it is anticipated that fewer site trips will utilize NE 249th Avenue to access SR 500.

NE 257th Avenue/NE 3rd Street

As the NE 257th Avenue /NE 3rd Street intersection will functionally serve as the access point to the public roadway system for the proposed development, at least until North Shore Boulevard is extended east to SR 500 in the future, the need for a westbound left-turn lane was reviewed based on the guidance in the *WSDOT Design Manual*. With the existing geometry of the intersection, trips headed westbound on NE 3rd Street are required to make a left-turn maneuver and yield to southbound vehicles navigating the curved intersection. The volume-based WSDOT guidance indicated that the intersection volumes do not meet the guidance for consideration a left-turn lane.

Considering the site-generated traffic added to the intersection with the proposed development and the relatively low traffic volumes at the intersection, it is recommended that the development team collaborate with Clark County Public Works to re-sign and restripe the intersection in conjunction with the proposed development. Exhibit 1 is a conceptual illustration of suggested curve warning signs, striping revisions along with suggested STOP sign and STOP bar relocation/replacement that could be implemented in accordance with the *Manual on Uniform Traffic Control Devices* in conjunction with the proposed site development, subject to Clark County direction.

Exhibit 1. Conceptual NE 257th Avenue/NE 3rd Street Signing and Striping Changes

Aerial Image Source: Google Earth

INTERSECTION SIGHT DISTANCE

Documentation demonstrating adequate intersection sight distance at the new public street roadways and intersections will be provided by AKS Engineering & Forestry through the site plan application process. We recommend that on-site landscaping, signage, and any new above-ground utilities be appropriately located and maintained to provide adequate intersection sight distance per applicable City requirements.

DAILY TRAFFIC VOLUMES

Clark County operates and maintains NE 252nd Avenue, NE 257th Avenue and NE 3rd Street as designated rural minor roadways. Clark County Code (CCC) defines minimum width requirements including stipulation that roadways have an unobstructed and paved roadway width of twenty (20) feet, or eighteen (18) feet of pavement with one (1) foot wide shoulders⁵. Further, CCC addresses Maximum Dwelling Units Served by Access Roads and states:

*"Urban neighborhood circulator roads within a development which meet the access requirements above may serve up to three hundred (300) lots or units if approved by the review authority. However, the review authority may require a traffic circulation study showing a balanced traffic flow of less than two thousand (2,000) vehicles per day past any dwelling unit accessing on a neighborhood circulator road or lesser classification upon full buildout."*⁶

Per Table 5, the proposed development is estimated to generate 1,831 daily vehicles trips. To inform forecast with-development daily vehicle volumes on NE 252nd Avenue, NE 257th Avenue and NE 3rd Street,

⁵ CCC 40.350.060.B.6.b(1) (Off-site Access Road Improvements)

⁶ CCC 40.350.030.B.4.b.4.b

24-hour daily vehicle counts were collected on each roadway. Exhibit 2 details the existing 2025, and forecast 2030 background and with-development daily vehicles volumes considering full site buildout (Phases 1-5). Exhibit 3 displays the existing 2025 and forecast 2030 background and with partial development, if only Phases 1-3 are constructed. As shown, NE 252nd Avenue, NE 3rd Street and NE 257th Avenue volumes are forecast to remain below 2,000 average daily trips (ADT) with full, or partial, buildout of this residential development.

Exhibit 2. Existing & Future Projected Daily Traffic Volumes (Full Buildout, Phases 1-5)

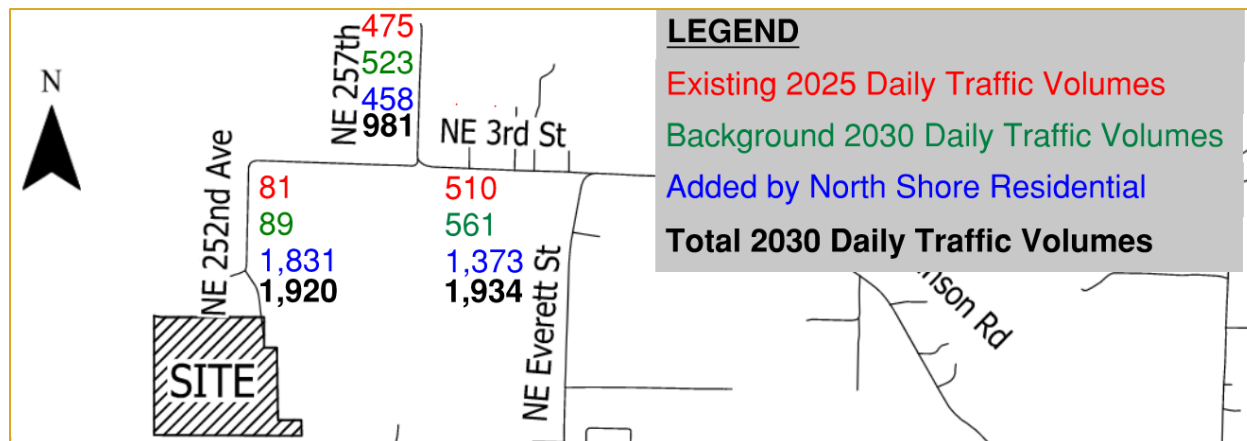
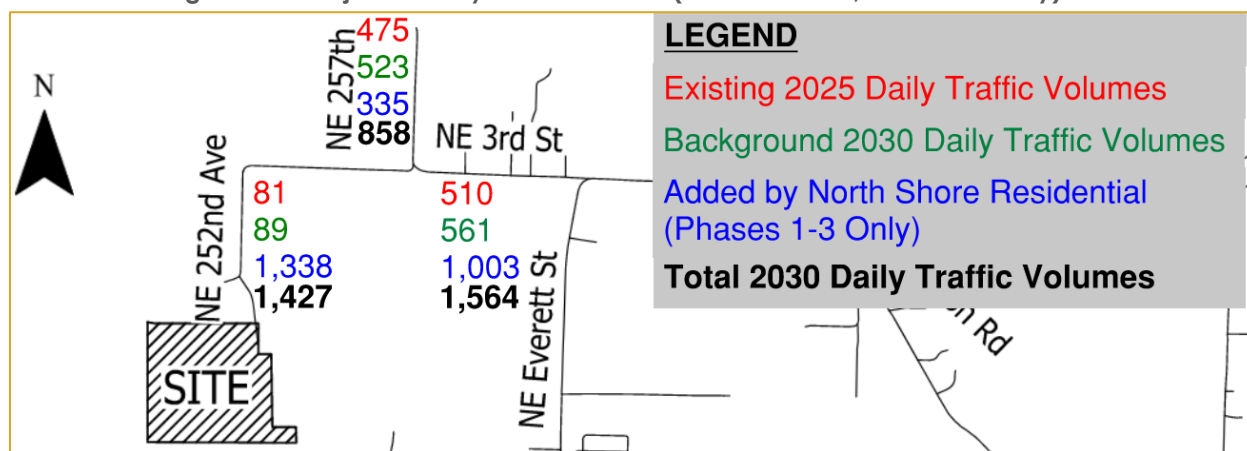


Exhibit 3. Existing & Future Projected Daily Traffic Volumes (Partial Buildout, Phases 1-3 Only)



We recommend the Applicant collaborate with Clark County Public Works to define and, if needed, construct an appropriate paved section along NE 252nd Avenue and NE 3rd Street as well as at the NE 257th Avenue/NE 3rd Street intersection to serve as the interim primary access to the proposed development.

PROPORTIONATE SHARE CONTRIBUTIONS

The City of Vancouver collects proportionate share fee contributions from all future developments that add one or more site-generated trips to an adopted list of intersections that require mitigation. Table 8 provides a summary of the current proportional share fee intersections, the mitigation cost per trip, the estimated number of site-generated trips added based on the current site plan by land use type as well as the corresponding mitigation fee anticipated. We anticipate the final fee amount due will be determined at the time of site plan application and payment will be paid prior to building permit issuance.

Table 8. City of Vancouver Proportionate Share Fee Summary

Mitigation Location	Mitigation Cost/Peak Hour Trip	Peak	Estimated
		Hour Trips Added	Mitigation Cost
137 th Ave: 49 th St to Fourth Plain Blvd	\$3,000/PM	0	\$0
Fourth Plain Blvd & 152 nd Ave Signal	\$333/PM	0	\$0
Lieser/St. Helens/MacArthur	\$2,000/PM	0	\$0
176 th Ave & SE 20 th St	\$400/PM	0	\$0
192 nd Avenue & NE 13 th Street	\$400/PM	23	\$9,200
192 nd Ave & SE 34 th St	\$150/PM	0	\$0
192 nd Ave & SR-14 ramps	\$2,000/PM	0	\$0
MacArthur & Andresen Roundabout	\$2,285/PM	0	\$0
MacArthur & Devine Roundabout	\$2,226/PM	0	\$0
Grove St/Columbia House Blvd/SR-14 WB Ramp	\$600/AM	0	\$0
NE 172 nd Avenue & NE 18 th Street	\$300/PM	7	\$2,100
NE 179 th Place & NE 18 th Street	\$900/PM	7	\$5,600
NE 187 th Avenue & NE 18 th Street	\$1,200/PM	7	\$8,400
NE 162 nd Avenue & NE 9 th Street	\$1,500/PM	0	\$0
NE 172 nd Avenue & NE 9 th Street	\$4,100/PM	0	\$0
NE 192 nd Avenue & NE 9 th Street	\$1,100/PM	0	\$0
NE 187 th Avenue & SE 1 st Street	\$1,100/PM	0	\$0
Total Proportional Share Cost			\$25,300

SUMMARY FINDINGS & RECOMMENDATIONS

Based on the transportation impact analysis results, the proposed residential homes can be developed while maintaining acceptable operations at the study intersections assuming provision of the recommended mitigation measures in conjunction with site redevelopment.

Findings

- Two study intersections experience performance levels that don't satisfy the applicable operating parameters today (NE Everett Street/NE 14th Avenue and NW Sierra Street/NW Lake Road).
- By the future opening year 2030, the following study intersections are projected to not satisfy the applicable performance metrics:
 - NE 232nd Avenue/NE 28th Street (Intersection #1): AM peak hour LOS F operations with a V/C = 0.79;
 - SR 500 (NE 242nd Avenue)/NE 28th Street (Intersection #2): PM peak hour LOS E operations with a V/C = 0.80;
 - SR 500 (NE Everett Street)/NE 14th Avenue (Intersection #13): PM peak hour LOS F operations with a V/C = 0.78;
 - NW Sierra Street/NW Lake Road (Intersection #16): AM and PM peak hour LOS E operations with a V/C = 0.52 during the AM peak hour, and a V/C = 0.47 during the PM peak hour.
- The proposed development adds one or more site-generated trip(s) to each of the study intersections listed above that do not satisfy the applicable performance metrics prior to site development. The following site development impacts and potential mitigation considerations were identified.
 - NE 232nd Avenue/NE 28th Street (Intersection #1): AM peak hour LOS F operations with a V/C = 0.79.
 - CCC Section 40.350.020.G.1.c.1 requires a proposed development provide mitigation when five (5) or more peak hour trips are added to a failing intersection approach on a regionally significant intersection.
 - The proposed site development is projected to add two (2) weekday AM peak hour trips to the stop controlled northbound approach when the Clark County LOS standard is not met.
 - SR 500 (NE 242nd Avenue)/NE 28th Street (Intersection #2): PM peak hour LOS E operations with a V/C = 0.80.
 - The City of Camas, Clark County and WSDOT are coordinating regarding the potential to collect proportional share mitigation towards a future roundabout from development projects that impact the intersection; however, WSDOT does not currently have a planned/funded project for the intersection.
 - Implementation of interim all-way stop control at the intersection would provide for acceptable operations during the weekday PM peak hour with site trips added (southbound approach LOS C with a V/C ratio of 0.65, overall intersection LOS B).
 - SR 500 (NE Everett Street)/NE 14th Avenue (Intersection #13): PM peak hour LOS F operations with a V/C = 0.78
 - No inbound site-generated trips are projected to be added to the failing eastbound approach which remains under-capacity.
 - There are intersections further to the north that drivers can use as a route alternative (including but not limited to NE 17th Avenue, NE 19th Avenue and NE 21st Avenue to the north).

- NW Sierra Street/NW Lake Road (Intersection #16): AM and PM peak hour LOS E operations with a V/C = 0.52 during the AM peak hour, and a V/C = 0.47 during the PM peak hour.
 - o The City of Camas is currently advancing design plans to construct a roundabout at the intersection but the funding for and timing of the roundabout construction was unknown at the time this report was prepared.
 - o The City is currently assessing a fee of \$1,423 per PM peak hour trip added to this intersection, but may switch to a future TIF as part of the on-going TIF Update program which is anticipated to be completed in 2025. Assuming the \$1,423 per PM peak trip remains in effect for this development application, the resulting fee for this development is \$45,536 (based on 32 PM peak hour trips added) through the intersection.
- The proposed site development is projected to add weekday PM peak hour trips to the following intersections where the City of Vancouver assesses proportional share mitigation payments:
 - NE 192nd Avenue/NE 13th Street mitigation: 23 trips
 - NE 179th Place/NE 18th Street mitigation: 7 trips
 - NE 187th Avenue/NE 18th Street mitigation: 7 trips

Recommendations

Based on the traffic operations analysis findings, we recommend the following in conjunction with the proposed site development.

- Make a proportional financial mitigation contribution to the City of Camas' planned NW Sierra Street/NW Lake Road roundabout project.
 - The City is currently assessing a fee of \$1,423 per PM peak hour trip added to this intersection, but may switch to a future TIF as part of the on-going TIF Update program which is anticipated to be completed in 2025. Should the \$1,423 per PM peak trip remain in effect for this development application, the resulting fee estimate for this development is \$45,536 (based on 32 PM peak hour trips added). The City will determine the final contribution amount.
- Collaborate with WSDOT to identify and implement (if construction is required) capacity mitigation at the SR 500 (NE 242nd Avenue)/NE 28th Street intersection in conjunction with site development.
 - Potential options identified to explore with WSDOT include but are not limited to payment of a proportional share financial contribution to a future intersection capacity improvement.
- Collaborate with Clark County to define and, if needed, construct an appropriate paved section along NE 252th Avenue and NE 3rd Street to serve as the interim primary access to the proposed development.
- Collaborate with Clark County to re-sign and restripe the NE 257th Avenue/NE 3rd Street intersection in conjunction with the proposed development in accordance with the *Manual on Uniform Traffic Control Devices* (refer to Exhibit 1, a conceptual illustration of suggested curve warning signs, striping revisions along with suggested STOP sign and STOP bar relocation/replacement that could be implemented with the proposed site development, subject to Clark County direction).
- Subject to City of Vancouver concurrence and final residential unit count confirmation, pay the following proportional share intersection fees as identified per City of Vancouver requirements:
 - \$9,200 towards NE 192nd Avenue/NE 13th Street mitigation

- \$2,100 towards NE 172nd Avenue/NE 18th Street mitigation
- \$5,600 towards NE 179th Place/NE 18th Street mitigation
- \$8,400 towards NE 187th Avenue/NE 18th Street mitigation

REFERENCES

1. City of Camas. *Transportation Impact Study Guidelines*. June 10, 2019.
2. Transportation Research Board. *Highway Capacity Manual, 7th Edition*. 2022.
3. Washington State Department of Transportation. *WSDOT Sidra Policy Settings*. 2021.
4. Washington State Department of Transportation. *WSDOT Design Manual M 22-01.22 – Chapter 320: Traffic Analysis*. September 2024.
5. Clark County. MapsOnline, Clark County WA. GIS. <https://gis.clark.wa.gov/mapsonline/index.cfm?>
6. Clark County. *Arterial Atlas*. 2016. <https://clark.wa.gov/sites/default/files/media/document/2020-11/ArterialAtlas2016%202.pdf>
7. Washington State Department of Transportation. Functional Classification Map, accessed May 2025. <https://www.wsdot.wa.gov/data/tools/geoportal/?config=functionalclass>
8. City of Camas. Camas 2035. https://www.cityofcamas.us/sites/default/files/fileattachments/community_development/page/5971/comprehensive_plan_camas_2035.pdf
9. Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. September 2021.
10. Federal Highway Administration. *Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition*. 2023

LIST OF APPENDICES

- A. Traffic Study Scoping Documentation
- B. WSDOT Crash Data
- C. Traffic Count Data
- D. Existing Conditions Analysis Worksheets
- E. In-Process Data
- F. Year 2030 Background Traffic Conditions Analysis Worksheets
- G. Year 2030 Total Traffic Conditions Analysis Worksheets
- H. Year 2030 Mitigated Total Traffic Conditions Analysis Worksheets
- I. Turn Lane Worksheets

Appendix A: Traffic Study Scoping Documentation

SCOPING MEMORANDUM

April 17, 2025

Project# 31552

To: James E Carothers, PE & Anita Ashton
 City of Camas Community Development Engineering
 Dylan Bass, Jason Lugo, & Courtney Hajda
 Washington State Department of Transportation (WSDOT) Southwest Region
 Craig Kathol & David Jardin
 Clark County Public Works

From: Chris Brehmer, PE, Claire Dougherty, PE, & Julia Kuhn, PE

CC: Bryce Hanson, PE, LSIT, AKS Engineering & Forestry, LLC
 Kevin Miller, HSR Development

RE: North Shore Village Residential Transportation Impact Study Scoping Request (PA 24-16)

This updated scoping memorandum documents the project assumptions and methodology associated with preparing a transportation impact study (TIS) for the proposed North Shore Village residential development in Camas. Details of the TIS assumptions and methodology are documented herein based on preliminary pre-application conference feedback as well as guidance in the City of Camas *Transportation Impact Study Guidelines* and the Washington State Department of Transportation (WSDOT) *Design Manual – Chapter 320 Traffic Analysis*.

We request that you please review this material and provide us with your comments, suggestions and any questions. We will proceed with the TIS analysis once the path forward has been confirmed.

PROPOSED PROJECT

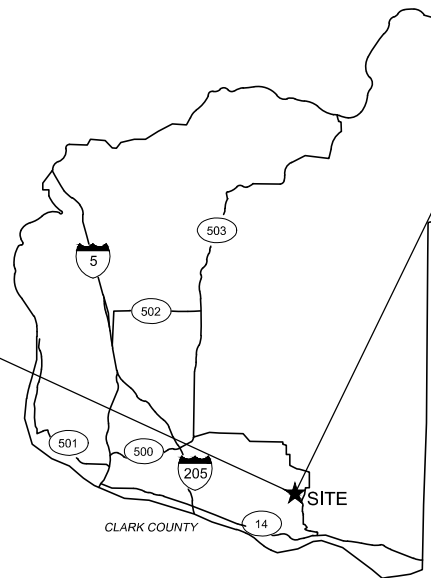
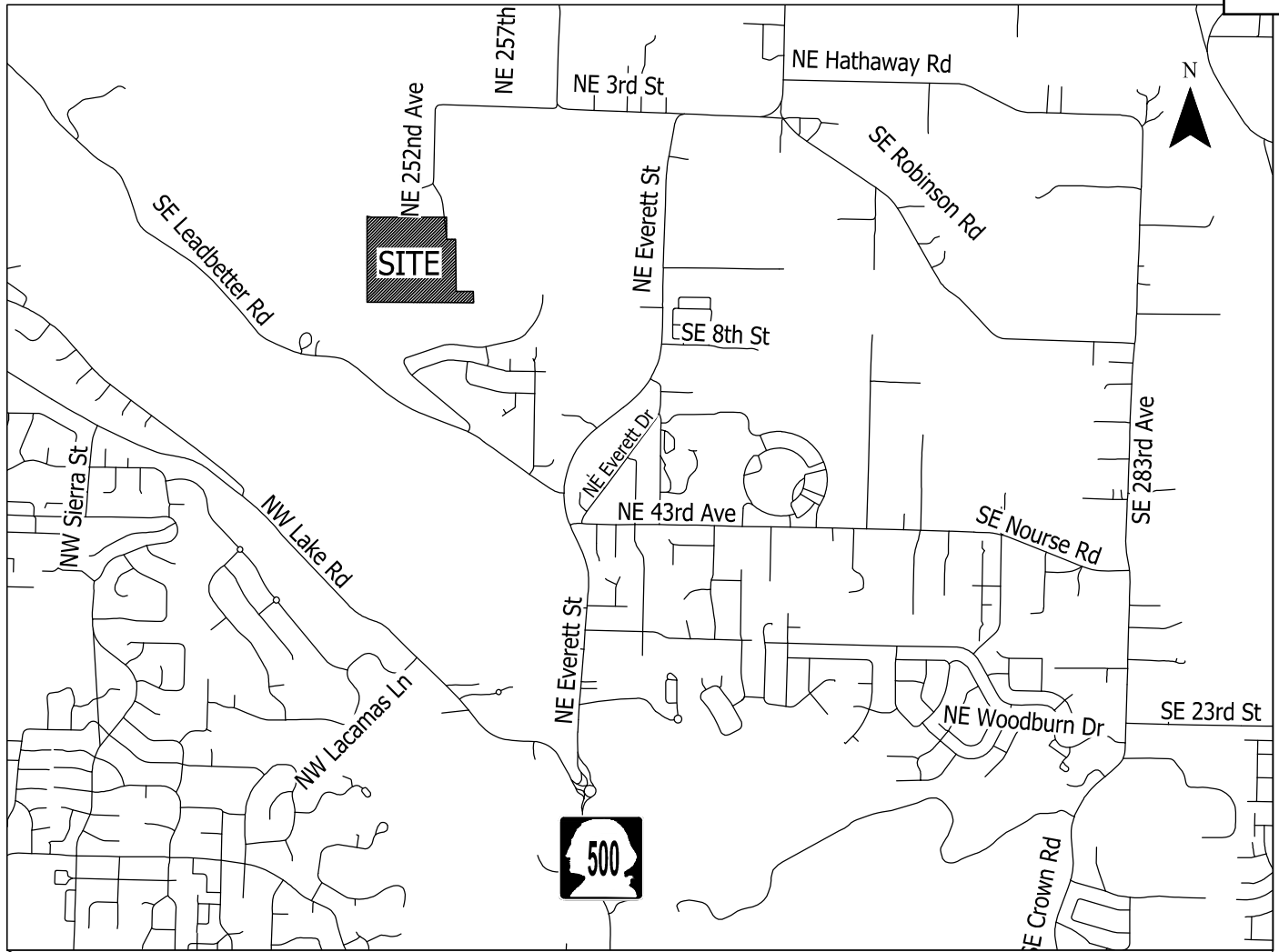
Village at North Shore - HSR Dev Mills LLC proposes to develop a 36.04-acre residential project located on the west side of NE Everett Street (State Route 500) and south of NE 3rd Street, in the vicinity of NE 252nd Avenue. The preliminary site plan includes 43 detached single-family homes, 58 attached homes (townhomes), and 128 apartments, with construction and occupancy anticipated by 2030. Longer-term, the site may also be expanded to include approximately 97,460 square feet of commercial space once roadway connectivity to the site is improved; however, this initial development phase and the focus of this TIS will be only the proposed residential units.

Figure 1 shows the site vicinity map, and Figure 2 shows a preliminary site plan.

Vehicular site access is proposed via the existing NE 252nd Avenue connection to NE 3rd Street and NE 257th Avenue. Longer-term, with future development by others, a North Shore Boulevard connection to the planned SE Everett Street/SE Everett Drive roundabout may be added, but such a connection is assumed to be outside of the timeframe for buildout (2030).

North Shore Village

Item 9.



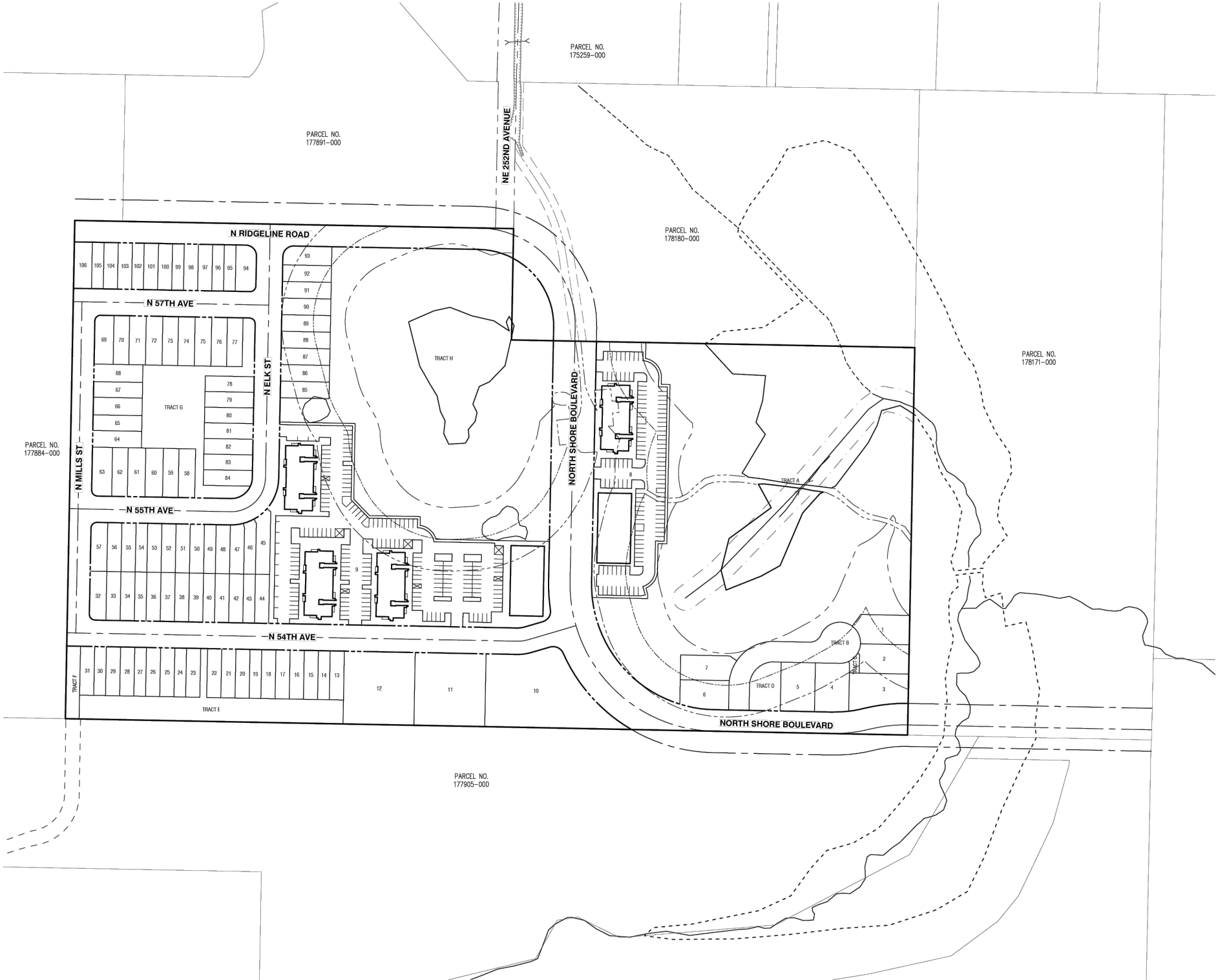
Site Vicinity Map
Camas, Washington

Figure
1

H:\31\31552 - Village at North Shore\report\figs\31552_ScopingFigs_April.dwg Apr 02, 2025 - 2:04pm - cdougherty Layout Tab: Fig1 Site Vicinity Map

H:\31152 - Village at North Shore\report\figs\31552_ScopingFigs_Apr14.dwg Apr 02, 2025 - 2:05pm - cdougherty Layout Tab: Fig2 Proposed Site Plan

AKS DRAWING FILE: 9095 20250212 LSWING | LAYOUT | LAYOUT1



LD-NS DENSITY
GROSS AREA: 448,583 SF (10.30 AC)
CRITICAL/OPEN SPACE AREA: 317,870 SF (7.29 AC)
NET AREA: 130,913 SF (3.01 AC)

DENSITY:
MAXIMUM DENSITY (5.8 X 3.01): 18 (17.45) UNITS
MINIMUM DENSITY (4 X 3.01): 12 (12.04) UNITS
PROPOSED DETACHED UNITS: 7 UNITS
PROPOSED MULTI-FAMILY UNITS: 18 UNITS
TOTAL PROPOSED UNITS: 25

HD-NS DENSITY
GROSS SITE AREA: 723,693 SF (16.61 AC)
CRITICAL/OPEN SPACE AREA: 205,616 SF (4.72 AC)
NET AREA: 518,077 SF (11.89 AC)

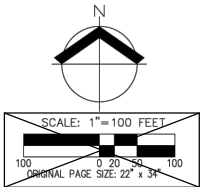
DENSITY :
MAXIMUM DENSITY (18 X 11.89): 214 (214.02) UNITS
MINIMUM DENSITY (10 X 11.89): 119 (118.90) UNITS
PROPOSED MULTI-FAMILY UNITS: 48 UNITS
PROPOSED ATTACHED UNITS: 58 UNITS
PROPOSED DETACHED UNITS: 36 UNITS
TOTAL PROPOSED UNITS: 142 UNITS

MX-NS DENSITY
GROSS SITE AREA: 299,961 SF (6.89 AC)
CRITICAL/OPEN SPACE AREA: 114,028 SF (2.62 AC)
NET AREA: 185,933 SF (4.27 AC)

DENSITY :
MAXIMUM DENSITY (24 X 4.27): 103 (102.48) UNITS
MINIMUM DENSITY (10 X 4.27): 43 (42.70) UNITS
PROPOSED MULTI-FAMILY UNITS: 62 UNITS

OVERALL SITE DENSITY
GROSS SITE AREA: 1,569,697 SF (36.04 AC)
COMMERCIAL AREA: 97,480 SF (2.24 AC)
CRITICAL/OPEN SPACE AREA: 637,314 SF (14.63 AC)
NET RESIDENTIAL/MX AREA: 834,923 SF (19.17 AC)

DENSITY :
MAXIMUM DENSITY: 334 (333.95) UNITS
MINIMUM DENSITY: 174 (173.64) UNITS
PROPOSED MULTI-FAMILY UNITS: 128 UNITS
PROPOSED ATTACHED UNITS: 58 UNITS
PROPOSED DETACHED UNITS: 43 UNITS
TOTAL PROPOSED UNITS: 229 UNITS



NOT TO SCALE

AKS
AKS ENGINEERING & FORESTRY, LLC
1000 WEST AVENUE, SUITE 2250
VACAVILLE, CA 94982
360.882.0419
WWW.AKS-ENG.COM
ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

LAYOUT UPDATE
NORTH SHORE VILLAGE
HSR DEV - MILLS, LLC
CAMAS, WASHINGTON

JOB NUMBER: 9095
DATE: 2/12/2025
DESIGNED BY: MPA
DRAWN BY: MPA
CHECKED BY: BOH

EX-A

RECEIVED FROM AKS ENGINEERING AND FORESTRY, LLC: (FEBRUARY 2025)

Preliminary Site Plan
Camas, Washington

Figure
2

ESTIMATED TRIP GENERATION

Weekday daily, AM, and PM peak hour vehicle trips for the proposed development were estimated using data from the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE), as summarized in Table 1 below. The residential trip estimates shown in Table 1 reflect fitted equation trip rates.

Table 1. Estimated Site Trip Generation

Land Use	ITE Code	Size (units)	Daily Trips	Weekday AM Peak			Weekday PM Peak		
				Total	In	Out	Total	In	Out
Detached Single-Family Homes	210	43	464	35	9	26	45	28	17
Multi-Family Low-Rise	220	128	896	63	15	48	76	48	28
Single Family Attached	215	58	391	24	6	18	31	18	13
TOTAL TRIPS			1,751	122	30	92	152	94	58

ESTIMATED TRIP DISTRIBUTION PATTERN

An estimated trip distribution pattern for the planned residential land uses was developed based on review of past Southwest Washington Regional Transportation Council (RTC) modeling of nearby TAZs and review of the existing and planned roadway network in the North Shore area¹.

Additionally, Google Maps mapping and route planning suggestions were reviewed during peak hour time frames to better understand this tool's recommended travel routes, route travel time and route distances. Specifically, routing between the proposed site and nearby key destinations including Harmony Sports Complex, the NE 192nd Avenue and SE Mill Plain Boulevard retail corridors, and the Vancouver Mall area were reviewed during AM and PM peak hour time frames. Ultimately, for trips within 5 to 12 miles of the site, the recommended routing for northbound and westbound vehicles trips heavily favored NE 28th Street and NE Lake Road, whereas SR 14 is more often recommended by Google as a westbound route for trips exceeding 15 miles in length.

Figures 3 and 4 illustrate the estimated trip distribution pattern and corresponding new site-generated trip assignment to potential study intersections based on the trip estimates in Table 1.

¹ We note that RTC does not currently have a model fully reflective of the adopted North Shore Plan and companion roadway network as of March 2025. RTC staff indicate they will create model updates upon the City's adoption of a new Growth Management Area (GMA) and road network and completion of the County's Regional Transportation Plan updates in collaboration with communities across the County. The schedule for completion of these changes is unknown as of time this scoping memo was prepared.

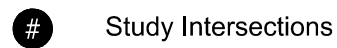


Figure
3

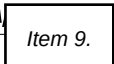


Figure
4

POTENTIAL STUDY INTERSECTIONS

The City of Camas requires an intersection to be included in a TIS if 20 or more peak hour trips are added to the City intersection from the development. WSDOT generally requires WSDOT-maintained intersections be included in a TIS if 25 or more peak hour trips are added to the intersection or 10 or more trips are added to State highway approach. Clark County typically requires consideration of regionally significant intersections within a 2 mile radius for a project that generates between 51 and 250 new peak hour trips per Clark County Code Section 40.350.020.D.5.b.

Based on the identified trip thresholds, the preliminary trip distribution pattern and trip assignment outlined above, the intersections listed in Table 2 have been identified for potential inclusion in the TIS. We request City and partner agency staff review and confirm which intersections need to be addressed in the TIS.

New AM and PM peak hour counts will be collected at all listed study intersections.

Table 2. Potential Study Intersections

ID	Potential Study Intersection	Traffic Control
1	NE 232 nd Ave/NE 28 th St	TWSC
2	SR 500/NE 28 th St	TWSC
3	SR 500/NE 249 th Ave	TWSC
4	NE 249 th Ave/NE 14 th St	TWSC
5	NE 257 th Ave/NE 3 rd St	TWSC
6	SR 500/NE 3 rd St	TWSC (Future Roundabout)
7	SR 500/NE Everett Dr	TWSC (Future Roundabout)
8	SR 500/SE Leadbetter Rd	TWSC
9	SR 500/NE 43 rd Ave	Signalized
10	SR 500/NW Lake Rd	Roundabout
11	SR 500/NE 17 th Ave	TWSC
12	SR 500/NE 15 th Ave	TWSC
13	SR 500/NE 14 th Ave	TWSC
14	Division St/NW 6 th Ave	TWSC
15	NW Lacamas Ln/NW Lake Rd	TWSC
16	NW Sierra St/NW Lake Rd	TWSC (Future Roundabout)
17	NW Leadbetter Dr/NW Lake Rd	TWSC
18	NW Parker St/NW Lake Rd	Signalized
19	SE 283 rd Ave/SE 23 rd St ¹	TWSC

¹ The need to provide analysis of this intersection is subject to Clark County direction. Up to 3 weekday AM peak hour and 5 weekday PM peak hour site-generated trips are anticipated as documented later in this memorandum.

ANALYSIS METHODOLOGY

All stop-control and signalized intersection operations analysis will be completed using Synchro software and the *Highway Capacity Manual, 7th Edition* methodologies. Roundabout intersection operations analysis will be completed using Sidra software.

MOBILITY STANDARDS

The applicable City, WSDOT and Clark County mobility standards for are described below and summarized in Table 3.

City of Camas

According to the City of Camas' *Transportation Impact Study Guidelines*, a TIS is required when a proposed development generates 200 or more daily vehicle trips. As Table 1 shows, this threshold has been met for this project, triggering a TIS. Camas uses level of service (LOS) for traffic operations. Minor and local streets must meet LOS C standards, and collector and arterial streets must meet LOS D standards. If site traffic contributes to traffic operations that exceed the LOS D standard, then the TIS recommendations need to include mitigations or roadway improvements.

SR 500

Chapter 320 of WSDOT's *Design Manual* covers traffic impact analysis on state facilities.

The Urban non-National Highway System facilities (non-HSS standard) established by the Southwest Washington RTC for Clark County is LOS E and applies to study intersections 6 through 12². The Rural non-HSS standard is LOS C, which based on WSDOT mapping applies to intersections 2 and 3.

Clark County

Clark County Code (CCC) 40.350.020.G specifies that the LOS standard is LOS E if warrants are not met. If warrants are met, unsignalized intersections of regional significance shall be LOS D or better. This standard is applicable to intersection 1.

We request Clark County guidance on the LOS standard for routes that are not regionally significant. Because the Clark County *Arterial Atlas* identifies NE 249th Avenue, NE 3rd Street and NE 257th Avenue as Minor Roads, these do not appear to be considered Regionally Significant roadways. We request County guidance on relevant LOS standard for these intersections (study intersections 4 and 5).

² Regional Transportation Planning Organizations (RTPOs) have the authority to set LOS thresholds for non-Highways of Statewide Significance (HSS). The Urban non-HSS standard established by RTC for Clark County is LOS E, and the Rural non-HSS standard is LOS C. <https://geo.wa.gov/datasets/WSDOT::wsdot-roadway-data-urban-rural/>

Table 3. Applicable Mobility Standards

ID	Potential Study Intersection	Traffic Control	Jurisdictional Authority	Facility Designation	Operating Requirement
1	NE 232 nd Ave/NE 28 th St	TWSC	Clark County	Rural Major Collector	LOS E
2	SR 500/NE 28 th St	TWSC	RTC ¹	Rural non-HSS	LOS C
3	SR 500/NE 249 th Ave	TWSC	RTC ¹	Rural non-HSS	LOS C
4	NE 249 th Ave/NE 14 th St	TWSC	Clark County	Minor Road	LOS E ²
5	NE 257 th Ave/NE 3 rd St	TWSC	Clark County	Minor Road	LOS E ²
6	SR 500/SE 3 rd St	TWSC (Future Roundabout)	RTC ¹	Urban non-HSS	LOS E
7	SR 500/NE Everett Dr	TWSC (Future Roundabout)	RTC ¹	Urban non-HSS	LOS E
8	SR 500/ SE Leadbetter Rd	TWSC	RTC ¹	Urban non-HSS	LOS E
9	SR 500/NE 43 rd Ave	Signalized	RTC ¹	Urban non-HSS	LOS E
10	SR 500/NW Lake Rd	Roundabout	RTC ¹	Urban non-HSS	LOS E
11	SR 500/NE 17 th Ave	TWSC	RTC ¹	Urban non-HSS	LOS E
12	SR 500/NE 15 th Ave	TWSC	RTC ¹	Urban non-HSS	LOS E
13	SR 500/NE 14 th Ave	TWSC	WSDOT	Urban	LOS D
14	Division St/NW 6 th Ave	TWSC	City of Camas	City Arterial	LOS D
15	NW Lacamas Ln/ NW Lake Rd	TWSC	City of Camas	City Arterial	LOS D
16	NW Sierra St/ NW Lake Rd	TWSC (Future Roundabout)	City of Camas	City Arterial	LOS D
17	NW Leadbetter Dr/ NW Lake Rd	TWSC	City of Camas	City Arterial	LOS D
18	NW Parker St/ NW Lake Rd	Signalized	City of Camas	City Arterial	LOS D
19	SE 283 rd Ave/SE 23 rd St	TWSC	Clark County	Urban Collector	LOS E

TWSC = Two-way Stop Control

¹RTPOs have the authority to set LOS thresholds for non-Highways of Statewide Significance (HSS). The Urban non-HSS standard established by RTC for Clark County is LOS E.

²Because the Clark County Arterial Atlas identifies NE 249th Avenue, NE 3rd Street and NE 257th Avenue as Minor Roads, these do not appear to be considered Regionally Significant roadways that would be subject to LOS E standard. We request County guidance on relevant LOS standard for these intersections.

STUDY TIME PERIODS

We propose to analyze one-hour peak within the weekday morning (7-9 AM) and weekday PM (4-6 PM) commuter peak periods. The following analysis scenarios will be analyzed assuming project buildout by the year 2030:

- Year 2025 existing traffic conditions – weekday AM and weekday PM peak hours.
- Year 2030 background traffic conditions (including background growth and identified in-process developments, but not including any site-generated traffic volumes related to the proposed development) – weekday AM and weekday PM peak hours.
- Year 2030 total traffic conditions (including site-generated traffic volumes to the proposed development) – weekday AM and weekday PM peak hours.

IN-PROCESS DEVELOPMENTS AND BACKGROUND GROWTH RATES

Based on previous development projects in Camas, we propose to assume a two percent annual background growth rate along SR 500 north of NE Everett Drive (Study intersections 2-3 and 6-7), as well as to the County's intersections (Study intersections 1, 4, 5 and 19). The remaining study intersections will not have a growth rate applied but will have in-process development trips added.

The following are known in-process developments for which site trips for each will be included at all impacted study intersections as background vehicular trips:

- Camas Woods and Camas Woods 2, located east of SR 500 between Everett Drive and NE 8th Street;
- Camas Heights, located on the north side of NE 28th Street and west of NE 232nd Avenue;
- Green Mountain Estates, located on the north of NE 28th Street east of NE 222nd Avenue;
- Green Mountain Planned Residential Development (PRD), located east of NE Ingle Road north of NE 28th Street;
- Lacamas Hills, located on the north side of Leadbetter Road west of Everett Road (formerly known as CJ Dens East Subdivision); and,
- Monte Verde Subdivision, located on the south side of NE 28th Street west of NE 232nd Avenue.

We ask that City and WSDOT staff identify and provide any additional relevant in-process developments to be included in the background traffic conditions analysis.

BACKGROUND TRANSPORTATION IMPROVEMENTS

As noted in Tables 2 and 3, there are three potential study intersections slated for near-term reconstruction as single lane roundabouts. Considering the 2030 buildout year, the TIS will assume these roundabout improvements are in-place. These locations are:

- SR 500/SE 3rd St (WSDOT delivered)

- SR 500/NE Everett Dr (Private development delivered)
- NW Sierra St/NW Lake Rd (City delivered)

We ask that the City and WSDOT staff identify and provide any additional funded transportation improvement projects that should be assumed in place for the background traffic conditions analysis.

CITY OF VANCOUVER PROPORTIONAL SHARE INTERSECTIONS

We will track site-generated trips through impacted City of Vancouver proportional share intersections and summarize those findings in tabular form as part of the final report.

NEXT STEPS

We request that staff please review and provide direction on the potential study intersections, intersection analysis periods, trip generation estimates and trip distribution pattern in particular. Please contact us if you have any questions as you review this material.

Appendix B: WSDOT Crash Data

OFFICER REPORTED CRASHES THAT OCCURRED AT OR in the vicinity of MULTIPLE INTERSECTIONS IN CITY OF CAMAS & CLARK COUNTY																													
01/01/2020 - 12/31/2024 See 2nd tab below for road info																													
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from an occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.																													
KAI Intersection #	KAI Assigned	JURISDICTION	COUNTY	CITY	PRIMARY TRAFFIC WAY	MILE POST	BLOCK NUMBER	INTERSECTING TRAFFIC WAY	INTERSECTING COUNTY ROAD MP	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE NAME	SR ONLY HISTORY / SUSPENSE IND	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	KAI - Crash Severity	# INJ	# FAT	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090								No	EA84265	11/24/2020	15:25	Possible Injury	Injury	2	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Driveway Related but Not	Overcast	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	EB10619	02/28/2021	16:35	No Apparent Injury	PDO	0	0	0	0	1	Pickup,Panel Truck or Vanette	under 10,000 lb	At Intersection and Related	Clear	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	EB42601	06/15/2021	18:31	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Raining	Wet
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	EB53840	07/20/2021	15:50	Suspected Minor Injury	Injury	3	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	EB69640	09/01/2021	11:59	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	At Intersection and Related	Clear	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	ED64349	05/21/2023	16:55	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Overcast	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	ET74231	02/18/2024	15:52	Unknown	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Overcast	Unknown
1	NE 232nd Ave/NE 28th St	County	Clark		30950	2.890		93350	3.090					No	EE81852	05/28/2024	14:30	No Apparent Injury	PDO	0	0	0	0	0	Truck & Trailer		At Intersection and Related	Overcast	Dry
2	SR 500/NE 28th St	State	Clark		500	13.85								No	EB67310	09/03/2021	08:40	Suspected Minor Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	Not at Intersection and Not	Clear	Dry
2	SR 500/NE 28th St	State	Clark		500	13.84								No	EB87073	11/06/2021	15:55	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Passenger Car	At Driveway within Major	Raining	Wet
2	SR 500/NE 28th St	State	Clark		500	13.84								No	ED77436	07/04/2023	16:05	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly C	Dry
2	SR 500/NE 28th St	State	Clark		500	13.84								No	EF31345	10/28/2024	07:59	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Driveway within Major	Overcast	Wet
2	SR 500/NE 28th St	County	Clark		93350	3.580								No	EA17727	02/21/2020	21:32	Possible Injury	Injury	1	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
3	SR 500/NE 249th Ave	State	Clark		500	14.20								No	EA12626	01/21/2020	02:36	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Raining	Wet
3	SR 500/NE 249th Ave	State	Clark		500	14.20								No	EA23775	03/06/2020	10:15	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Driveway	Overcast	Wet
3	SR 500/NE 249th Ave	State	Clark		500	14.20								No	EA51132	07/29/2020	23:49	Suspected Minor Injury	Injury	1	0	0	0	0	Motorcycle		At Intersection and Not Rel	Clear	Dry
3	SR 500/NE 249th Ave	State	Clark		500	14.21								No	EC04351	12/23/2021	08:12	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Related	Raining	Wet
3	SR 500/NE 249th Ave	State	Clark		500	14.22								No	ED39574	02/27/2023	16:30	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	EA79205	10/28/2020	22:10	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	At Intersection and Not Rel	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	EC75152	08/17/2022	19:00	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Not Rel	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	ED51725	04/12/2023	17:53	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Not Rel	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	EB82775	05/29/2024	23:10	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Not Rel	Clear	Dry
7	SR 500/NE Everett Dr	State	Clark	Camas	500	16.95								No	EA37248	05/30/2020	14:02	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	At Intersection and Not Rel	Overcast	Dry
7	SR 500/NE Everett Dr	State	Clark	Camas	500	16.94								No	EC39091	04/12/2022	16:39	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Not Rel	Overcast	Wet
7	SR 500/NE Everett Dr	State	Clark	Camas	500	16.94								No	EF48090	12/18/2024	12:35	Suspected Minor Injury	Injury	2	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Related	Overcast	Wet
8	SR 500/SE Leadbetter Rd	State	Clark	Camas	500	17.26								No	EC88859	09/29/2022	15:12	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Passenger Car	Not at Intersection and Not	Overcast	Dry
8	SR 500/SE Leadbetter Rd	State	Clark	Camas	500	17.26								No	EC94672	10/17/2022	11:32	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly C	Dry
8	SR 500/SE Leadbetter Rd	State	Clark	Camas	500	17.26								No	EE99646	07/23/2024	14:39	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly C	Dry
9	SR 500/NE 43rd Ave	State	Clark	Camas	500	17.33								No	EC02446	12/14/2021	08:40	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear	Ice
9	SR 500/NE 43rd Ave	State	Clark	Camas	500	17.33								No	EC13028	01/11/2022	08:25	Suspected Minor Injury	Injury	3	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Raining	Wet
9	SR 500/NE 43rd Ave	State	Clark	Camas	500	17.33								No	EF15278	09/13/2024	22:45	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly C	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.94								No	EB68144	09/10/2021	22:38	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	Circulating Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	ED77972	07/09/2020	18:23	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Clear or Partly C	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.96								No	E112985	10/23/2023	17:36	Possible Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	EE59686	03/10/2024	18:46	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	Circulating Roundabout	Raining	Wet
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.94								No	ED70253	03/21/2024	23:58	Suspected Minor Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	Circulating Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	EF76103	05/11/2024	14:27	Possible Injury	Injury	1	0	0	0	0	Passenger Car	Passenger Car	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	EF44810	12/10/2024	18:11	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	EF45423	12/12/2024	18:14	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Raining	Wet
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.84								No	EA20703	03/09/2020	09:33	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.90								No	EA87306	12/07/2020	08:30	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Not Rel	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.85								No	EE48959	02/04/2024	19:41	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.89								No	EF20538	09/30/2024	19:14	Possible Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
12	SR 500/NE 15th Ave	City	Str	Clark	Camas	NE 15TH AVE	500			43	F	E	NE EVER	No	EA41160	06/17/2020	18:45	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Driveway	Clear or Partly C	Dry
12	SR 500/NE 15th Ave	State	Clark	Camas	500	18.73								No	EB24372	04/22/2021	15:53	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
12	SR 500/NE 15th Ave	State	Clark	Camas	500	18.75								No	EE31626	11/07/2023	16:17	Suspected Minor Injury	Injury	1	0	0	0	0	Passenger Car	Passenger			

Item 9.

LIGHTING CONDITION	KAI - Collision Type	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
Daylight	Rear End	From same direction - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	East	West	Vehicle Stopped	Vehicle Stopped	Follow Too Closely			None
Daylight	Ped/Bike	Vehicle Strikes Pedalcyclist	Going Straight Ahead		East	West			None			
Daylight	Angle	Entering at angle	Making Right Turn	Stopped at Signal or Stop Sign	West	South	South	West	Exceeding Reas. Safe Speed			None
Daylight	Angle	Entering at angle	Making Left Turn	Going Straight Ahead	South	West	East	West	Did Not Grant RW to Vehicle	Unknown Distraction		None
Daylight	Fixed Object	Utility Pole	Going Straight Ahead		South	West			Other Contributing Circ Not Listed			None
Daylight	Turning	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn	West	East	West	South	Distacted by Adjusting Vehicle Cntrl's			None
Other	Angle	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	Northwest	None			Unknown Distraction
Daylight	Fixed Object	Utility Pole	Making Right Turn		West	South			None			
Daylight	Fixed Object	Tree or Stump (stationary)	Going Straight Ahead		East	West			Under Influence of Drugs			
Daylight	Angle	Entering at angle	Starting in Traffic Lane	Going Straight Ahead	North	South	East	West	Did Not Grant RW to Vehicle			None
Daylight	Angle	Entering at angle	Starting in Traffic Lane	Making Left Turn	West	East	West	North	Improper Turn/Merge			None
Daylight	Turning	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North	Did Not Grant RW to Vehicle			None
Dark-No Street Lights	Fixed Object	Roadway Ditch	Going Straight Ahead		East	West			Exceeding Stated Speed Limit			
Dark-No Street Lights	Fixed Object	Metal Sign Post	Going Straight Ahead		West	East			Other Contributing Circ Not Listed			
Daylight	Fixed Object	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West	Improper Turn/Merge			None
Dark-No Street Lights	Fixed Object	Tree or Stump (stationary)	Going Straight Ahead		East	West			Exceeding Reas. Safe Speed			
Daylight	Turning	From opposite direction - all others	Going Straight Ahead	Making Right Turn	East	West	West	South	Other Contributing Circ Not Listed			None
Daylight	Fixed Object	Roadway Ditch	Negotiating a Curve		West	East			Other Contributing Circ Not Listed			
Dark-No Street Lights	Fixed Object	Metal Sign Post	Going Straight Ahead		East	West			Under Influence of Alcohol			
Daylight	Fixed Object	Roadway Ditch	Going Straight Ahead		East	South			Exceeding Reas. Safe Speed			
Daylight	Rear End	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	West	East	West	East	Follow Too Closely			Operating Recklessly or Aggressively
Dark-No Street Lights	Fixed Object	Tree or Stump (stationary)	Going Straight Ahead		East	West			Under Influence of Alcohol			
Daylight	Fixed Object	Street Light Pole or Base	Going Straight Ahead		South	North			Unknown Distraction			
Daylight	Fixed Object	Roadway Ditch	Negotiating a Curve		North	South			Under Influence of Alcohol			
Daylight	Angle	Entering at angle	Making Left Turn	Going Straight Ahead	Southeast	Southwest	Southwest	Northeast	Did Not Grant RW to Vehicle			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	South	North	Vehicle Stopped	Other Contributing Circ Not Listed			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Northwest	Southeast	Vehicle Stopped	Vehicle Stopped	Other Distractions			None
Daylight	Angle	Entering at angle	Making Left Turn	Going Straight Ahead	West	North	North	South	Did Not Grant RW to Vehicle			None
Daylight	Turning	Traffic Island	Making Left Turn		North	East			None			
Daylight	Turning	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North	Did Not Grant RW to Vehicle			None
Dark-Street Lights On	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South	North	Vehicle Stopped	Other Distractions			None
Dark-Street Lights On	Side Swipe	From same direction - both going straight - both moving - sideswipe	Negotiating a Curve		West	North	South	North	Improper Turn/Merge			None
Daylight	Angle	Entering at angle	Making Right Turn	Going Straight Ahead	South	Southeast	South	South	Improper Turn/Merge	Other Distractions		None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	North	North	Vehicle Stopped	Follow Too Closely			None
Dusk	Fixed Object	Tree or Stump (stationary)	Negotiating a Curve		South	North			None			
Dark-Street Lights On	Fixed Object	Metal Sign Post	Other*		South	Northwest			Under Influence of Alcohol			
Daylight	Angle	Entering at angle	Merging (Entering Traffic)	Going Straight Ahead	North	Southwest	North	Southwest	Did Not Grant RW to Vehicle			None
Dark-Street Lights On	Angle	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	West	East	Did Not Grant RW to Vehicle			None
Dark-Street Lights On	Angle	Entering at angle	Going Straight Ahead	Other*	South	North	Northeast	West	Did Not Grant RW to Vehicle			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal or Stop Sign	South	North	Vehicle Stopped	Vehicle Stopped	Other Distractions			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	South	North	South	Vehicle Stopped	Unknown Distraction			None
Dark-Street Lights On	Rear End	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	South	North	South	North	Under Influence of Alcohol	Follow Too Closely		None
Dark-No Street Lights	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	South	North	South	Vehicle Stopped	Follow Too Closely			None
Daylight	Turning	From same direction - one left turn - one straight	Overtaking and Passing	Making Left Turn	East	West	East	South	Improper Passing			Improper Turn/Merge
Daylight	Fixed Object	Tree or Stump (stationary)	Going Straight Ahead		North	South			Other Contributing Circ Not Listed			
Daylight	Angle	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	East	South	South	Did Not Grant RW to Vehicle			None
Daylight	Fixed Object	Fire Hydrant	Going Straight Ahead		North	South			None			
Daylight	Angle	Entering at angle	Starting in Traffic Lane	Making Left Turn	East	West	South	East	Did Not Grant RW to Vehicle			None
Dark-Street Lights On	Rear End	From same direction - both going straight - one stopped - rear-end	Stopped in Roadway	Going Straight Ahead	Vehicle Stopped	Vehicle Stopped	North	South	None			Follow Too Closely
Dark-Street Lights On	Turning	One parked-one moving	Making Left Turn	Legally Parked, Unoccupied	North	East			Exceeding Stated Speed Limit			None
Daylight	Angle	Entering at angle	Making Left Turn	Making Left Turn	North	East	West	North	Did Not Grant RW to Vehicle			None
Daylight	Fixed Object	Retaining Wall (concrete, rock, brick, etc.)	Making Left Turn		West	North			Other Contributing Circ Not Listed			
Daylight	Ped/Bike	Pedalcyclist Strikes Moving Vehicle	Stopped at Signal or Stop Sign		South	Vehicle Stopped			None			
Daylight	Turning	From same direction - all others	Making U-Turn	Going Straight Ahead	South	South	West	West	Improper U-Turn	Did Not Grant RW to Vehicle	Unknown Distraction	None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped in Roadway	Northwest	East	Vehicle Stopped	Vehicle Stopped	Other Contributing Circ Not Listed	Other Distractions		None
Dark-Street Lights On	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Northwest	Southeast	Northwest	Vehicle Stopped	Under Influence of Alcohol			None
Daylight	Turning	From opposite direction - both moving - head-on	Negotiating a Curve	Negotiating a Curve	East	West	West	East	Unknown Distraction			None
Daylight	Fixed Object	Linear Curb	Making Left Turn		East	South			Exceeding Reas. Safe Speed	Unknown Distraction		
Dark-Street Lights On	Angle	Entering at angle	Making Right Turn	Stopped at Signal or Stop Sign	West	South	Vehicle Stopped	Vehicle Stopped	Overcorrecting / Oversteering	Failing to Signal		None
Dark-Street Lights On	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Northwest	Southeast	Northwest	Southeast	Lost in Thought / Day Dreaming	Follow Too Closely		None
Daylight	Other	Vehicle Strikes Deer	Going Straight Ahead		West	East			None			
Dark-Street Lights On	Other	Vehicle Strikes Deer	Going Straight Ahead		West	East			None			
Daylight	Angle	Entering at angle	Starting in Traffic Lane	Going Straight Ahead	Southwest	Northeast	Southeast	Northwest	Did Not Grant RW to Vehicle			None
Daylight	Angle	Entering at angle	Going Straight Ahead	Going Straight Ahead	Southeast	Northwest	South	North	Did Not Grant R/W to Non Motorist			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped	Follow Too Closely			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped	Other Contributing Circ Not Listed			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	East	West	Vehicle Stopped	Vehicle Stopped	Distractions Outside Vehicle	Follow Too Closely		None
Dark-Street Lights On	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped	Lost in Thought / Day Dreaming			None
Daylight	Rear End	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North	Vehicle Stopped	Vehicle Stopped	Unknown Distraction			None
Dark-Street Lights On	Turning	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East	Did Not Grant RW to Vehicle			None
Daylight	Side Swipe	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	East	South	North	South	Did Not Grant RW to Vehicle			None
Dark-Street Lights On	Fixed Object	Roadway Ditch	Making U-Turn		North	North			Improper U-Turn			
Daylight	Fixed Object	Tree or Stump (stationary)	Making Left Turn		West	West			None			

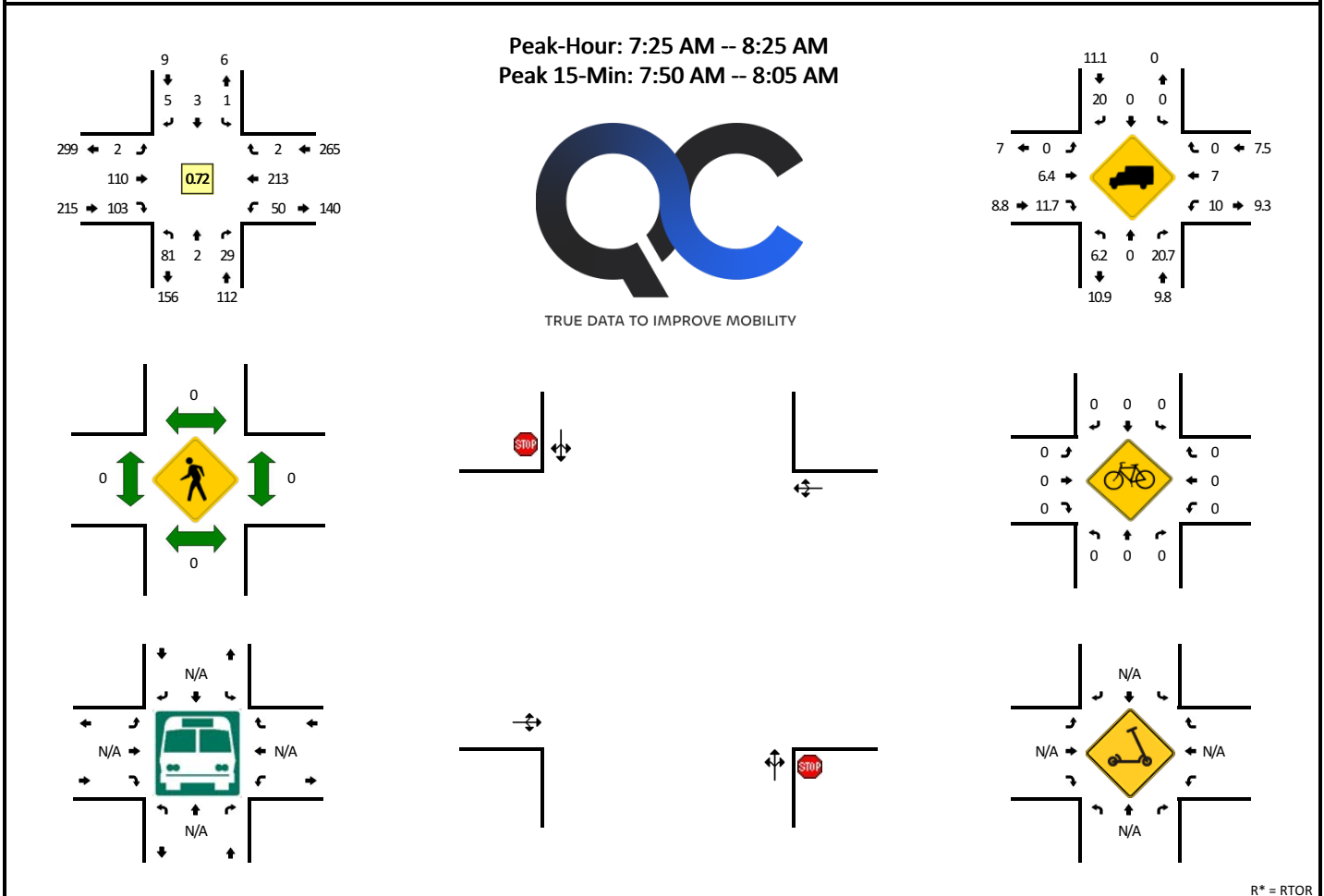
Item 9.

MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	PEDESTRIAN CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
											Lane of Primary Trafficway	1145581.94	119082.9
											Lane of Primary Trafficway	1145581.94	119082.9
											Intersecting Trafficway	1145581.94	119082.9
											Lane of Primary Trafficway	1145581.94	119082.9
											Past the Outside Shoulder of Primary Trafficway	1145581.94	119082.9
											Lane of Primary Trafficway	1145581.94	119082.9
											Lane of Primary Trafficway	1145581.94	119082.9
											Past the Outside Shoulder of Primary Trafficway	1145581.94	119082.9
											Past Right Shoulder Decreasing Milepost	1148293.99	119032.9
											Lane 1 Increasing Milepost	1148221.08	1190.2
											Lane 1 Increasing Milepost	1148221.08	1190.2
											Lane 1 Increasing Milepost	1148224.12	11905.2
											Past the Outside Shoulder of Primary Trafficway	1148121.6	119048.8
											Past Right Shoulder Increasing Milepost	1149954.12	118188.8
											Lane 1 Decreasing Milepost	1149912.91	118205.2
											Past Right Shoulder Increasing Milepost	1149937.43	118192.8
											Lane 1 Increasing Milepost	1149959.58	118188.8
											Past Right Shoulder Increasing Milepost	1150015.76	118175.2
											Past Right Shoulder Increasing Milepost	1153463.61	111686.8
											Past Right Shoulder Decreasing Milepost	1153465.36	111687.8
											Lane 1 Decreasing Milepost	1153463.61	111686.8
											Past Right Shoulder Increasing Milepost	1153463.61	111686.8
											Past Right Shoulder Decreasing Milepost	1153096.05	108634.4
											Intersecting Road Decreasing Milepost	1153134.84	108693.8
											Lane 1 Decreasing Milepost	1153135.32	108693.8
											Lane 1 Increasing Milepost	1152149.21	107358.2
											Intersecting Road Increasing Milepost	1152153.03	107393.8
											Lane 1 Increasing Milepost	1152153.03	107393.8
											Decreasing Other Location	1152219.53	107017.8
											Lane 1 Decreasing Milepost	1152219.53	107017.8
											Lane 1 Increasing Milepost	1152219.53	107017.8
											Lane 1 Decreasing Milepost	1152480.74	104025.2
											Lane 1 Increasing Milepost	1152377.01	103948.8
											Lane 1 Decreasing Milepost	1152423.25	103881.8
											Past Right Shoulder Decreasing Milepost	1152504.41	103935.8
											Decreasing Other Location	1152437.15	104024.2
											Lane 1 Increasing Milepost	1152387.86	103953.8
											Lane 2 Increasing Milepost	1152447.23	103890.8
											Lane 2 Decreasing Milepost	1152470.14	103890.8
											Lane 1 Decreasing Milepost	1152299.04	104426.2
											Lane 1 Decreasing Milepost	1152315.28	104189.8
											Lane 1 Decreasing Milepost	1152296.84	104457.8
											Lane 1 Decreasing Milepost	1152365.44	104285.8

Appendix C: Traffic Count Data

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NE 232nd Ave -- NE 28th St
CITY/STATE: Fern Prairie, WA

QC JOB #: 16977001
DATE: Tue, Apr 8 2025


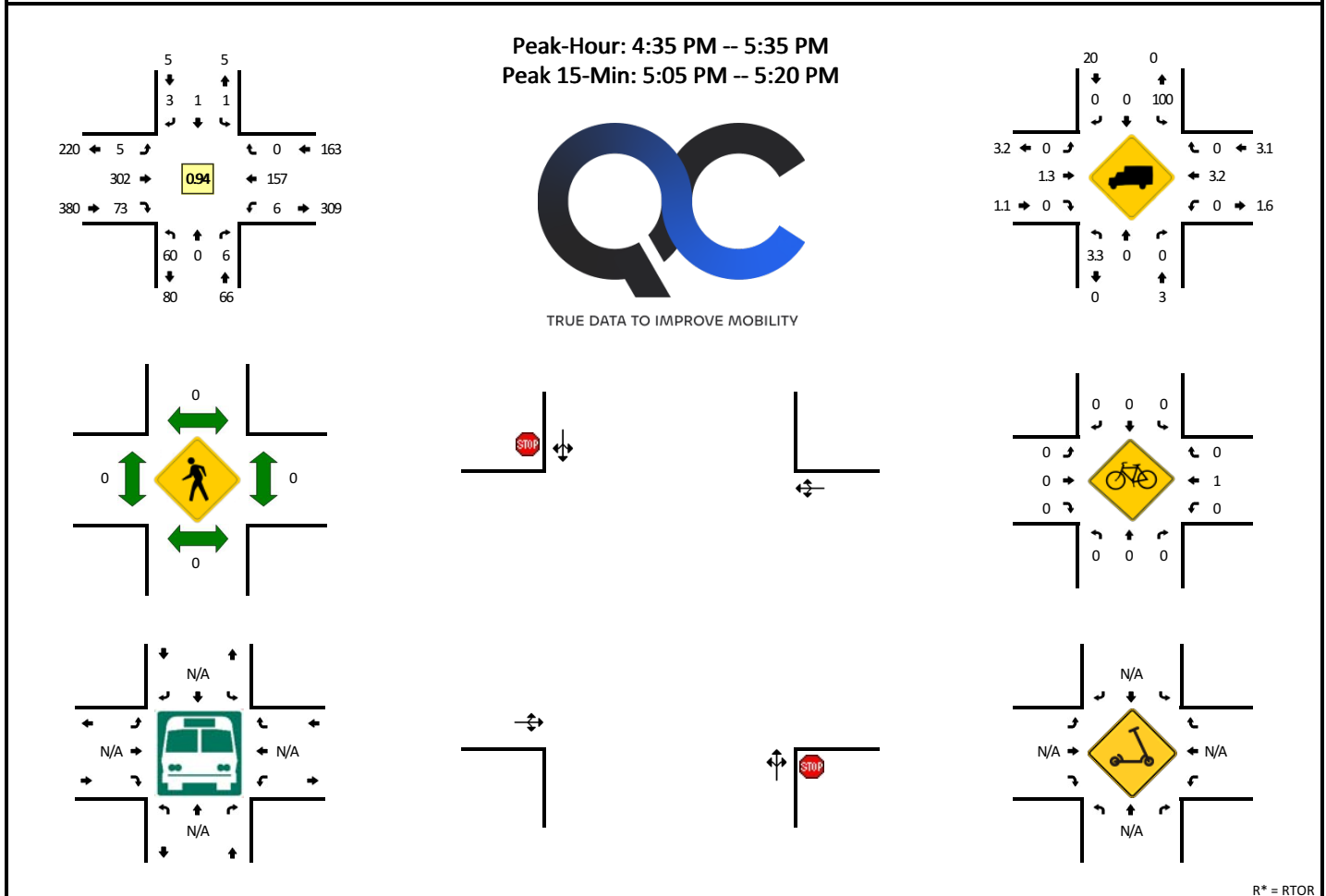
R* = RTOR

5-Min Count Period Beginning At	NE 232nd Ave (Northbound)					NE 232nd Ave (Southbound)					NE 28th St (Eastbound)					NE 28th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	5	0	0	0	0	0	0	0	0	0	0	3	4	0	0	2	15	0	0	0	29	
7:05 AM	9	0	0	0	0	0	0	0	0	0	0	10	6	0	0	2	17	0	0	0	44	
7:10 AM	3	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	18	0	0	0	32	
7:15 AM	2	0	0	0	0	1	0	0	0	0	0	8	2	0	0	3	19	0	0	0	35	
7:20 AM	2	0	0	0	0	0	0	0	0	0	0	8	6	0	0	1	12	0	0	0	29	
7:25 AM	3	0	0	0	0	0	0	2	0	0	0	10	4	0	0	2	20	0	0	0	41	
7:30 AM	2	0	0	0	0	0	0	0	0	0	0	6	3	0	0	1	28	0	0	0	40	
7:35 AM	1	0	0	0	0	0	0	0	0	0	0	3	7	0	0	2	27	0	0	0	40	
7:40 AM	4	0	0	0	0	0	0	1	0	0	0	5	14	0	0	8	14	0	0	0	46	
7:45 AM	9	0	4	0	0	1	0	0	0	0	0	14	10	0	0	14	10	0	0	0	62	
7:50 AM	7	0	6	0	0	0	1	0	0	0	0	12	16	0	0	12	16	0	0	0	70	
7:55 AM	11	0	6	0	0	0	2	0	0	0	0	14	11	0	0	6	15	0	0	0	65	533
8:00 AM	14	1	6	0	0	0	0	0	0	0	0	14	15	0	0	3	21	0	0	0	74	578
8:05 AM	11	0	5	0	0	0	0	1	0	0	0	11	9	0	0	0	16	1	0	0	54	588
8:10 AM	6	0	1	0	0	0	0	0	0	0	0	9	7	0	0	0	16	1	0	0	40	596
8:15 AM	7	0	1	0	0	0	0	0	0	0	1	4	4	0	0	1	17	0	0	0	35	596
8:20 AM	6	1	0	0	0	0	0	1	0	0	1	8	3	0	0	1	13	0	0	0	34	601
8:25 AM	2	0	4	0	0	1	0	1	0	0	0	6	4	0	0	0	17	0	0	0	35	595
8:30 AM	1	0	1	0	0	0	0	0	0	0	0	13	8	0	0	0	17	0	0	0	40	595
8:35 AM	6	0	1	0	0	0	0	0	0	0	1	5	6	0	0	0	14	0	0	0	33	588
8:40 AM	6	0	1	0	0	0	0	1	0	0	0	7	2	0	0	0	19	0	0	0	36	578
8:45 AM	1	0	1	0	0	0	0	2	0	0	0	8	10	0	0	1	14	0	0	0	37	553
8:50 AM	2	0	1	0	0	0	0	1	0	0	0	12	5	0	0	1	27	0	0	0	49	532
8:55 AM	2	0	3	0	0	0	0	0	0	0	2	14	7	0	0	0	16	0	0	0	44	511
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	128	4	72	0	0	0	12	0	0	0	0	160	168	0	0	84	208	0	0	0	836	
Heavy Trucks	8	0	12			0	0	0			0	12	16			0	8	0			56	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NE 232nd Ave -- NE 28th St
CITY/STATE: Fern Prairie, WA

QC JOB #: 16977002
DATE: Tue, Apr 8 2025


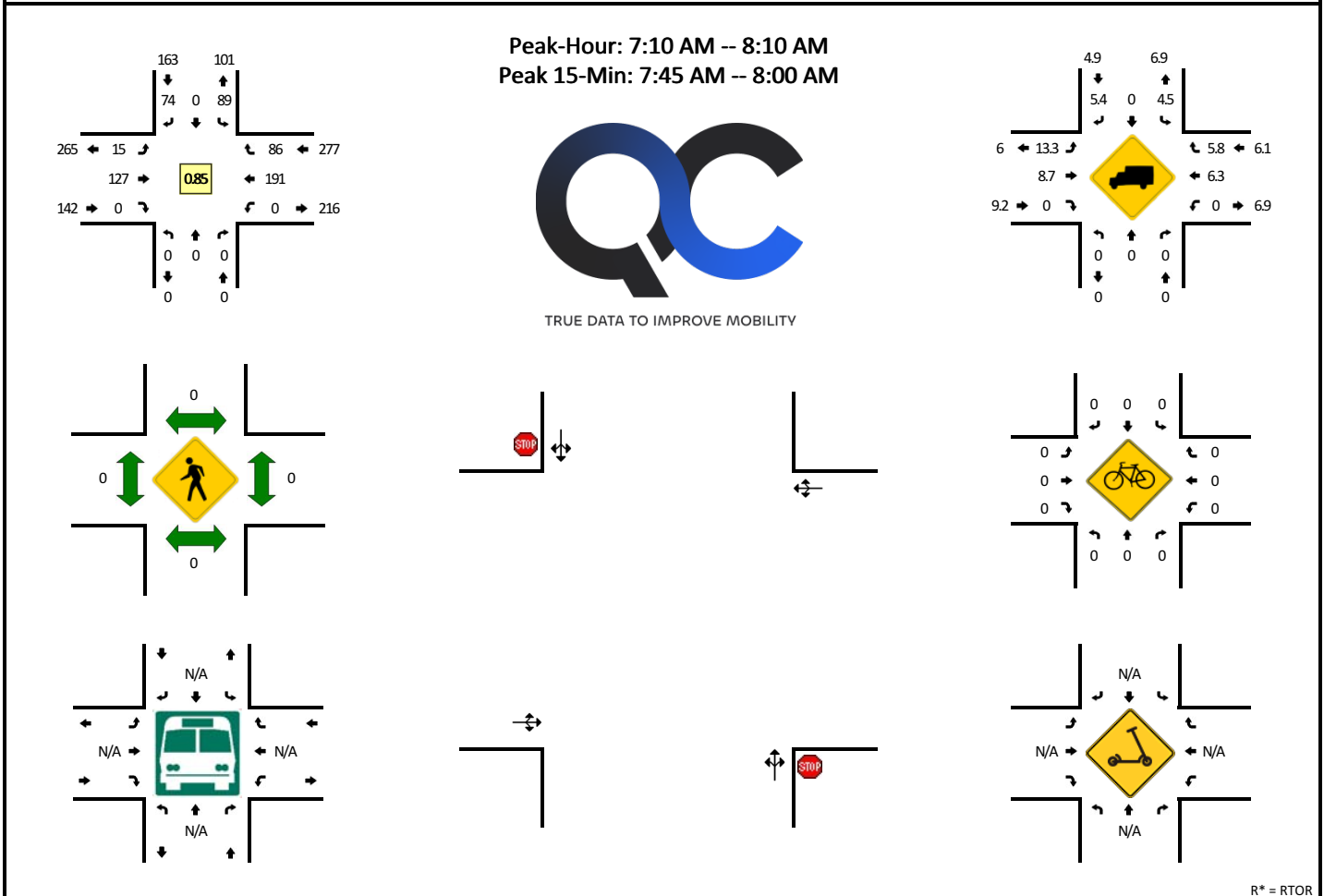
R* = RTOR

5-Min Count Period Beginning At	NE 232nd Ave (Northbound)					NE 232nd Ave (Southbound)					NE 28th St (Eastbound)					NE 28th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	0	1	0	0	0	0	0	0	0	1	34	6	0	0	1	15	0	0	0	63	
4:05 PM	2	0	2	0	0	0	0	0	0	0	0	23	7	0	0	0	18	0	0	0	52	
4:10 PM	7	0	1	0	0	0	0	0	0	0	0	27	6	0	0	0	20	0	0	0	61	
4:15 PM	4	0	0	0	0	0	0	0	0	0	1	11	4	0	0	2	16	0	0	0	38	
4:20 PM	7	0	0	0	0	0	0	0	0	0	0	13	4	0	0	1	18	1	0	0	44	
4:25 PM	2	0	1	0	0	0	0	0	0	0	0	25	7	0	0	0	11	0	0	0	46	
4:30 PM	2	0	1	0	0	0	0	0	0	0	0	21	8	0	0	0	17	0	0	0	49	
4:35 PM	5	0	1	0	0	0	0	0	0	0	0	34	4	0	0	1	14	0	0	0	59	
4:40 PM	9	0	1	0	0	0	1	2	0	0	1	25	3	0	0	1	20	0	0	0	63	
4:45 PM	3	0	0	0	0	0	0	0	0	0	0	16	7	0	0	1	11	0	0	0	38	
4:50 PM	10	0	0	0	0	0	0	1	0	0	2	19	5	0	0	0	15	0	0	0	52	
4:55 PM	2	0	1	0	0	0	0	0	0	0	0	25	7	0	0	1	11	0	0	0	47	612
5:00 PM	2	0	0	0	0	1	0	0	0	0	0	19	2	0	0	0	10	0	0	0	34	583
5:05 PM	4	0	1	0	0	0	0	0	0	0	1	27	11	0	0	0	9	0	0	0	53	584
5:10 PM	2	0	0	0	0	0	0	0	0	0	0	29	7	0	0	0	16	0	0	0	54	577
5:15 PM	12	0	0	0	0	0	0	0	0	0	0	22	7	0	0	1	15	0	0	0	57	596
5:20 PM	2	0	0	0	0	0	0	0	0	0	0	33	7	0	0	0	10	0	0	0	52	604
5:25 PM	5	0	2	0	0	0	0	0	0	0	0	27	5	0	0	0	15	0	0	0	54	612
5:30 PM	4	0	0	0	0	0	0	0	0	0	1	26	8	0	0	1	11	0	0	0	51	614
5:35 PM	4	0	1	0	0	0	0	0	0	0	1	18	7	0	0	0	11	0	0	0	42	597
5:40 PM	9	0	0	0	0	0	0	0	0	0	1	29	10	0	0	1	11	0	0	0	61	595
5:45 PM	4	0	1	0	0	0	0	0	0	0	0	16	3	0	0	0	17	0	0	0	41	598
5:50 PM	5	0	1	0	0	0	0	0	0	0	0	22	3	0	0	1	15	0	0	0	47	593
5:55 PM	6	0	0	0	0	0	0	0	0	0	0	22	4	0	0	0	16	0	0	0	48	594
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	72	0	4	0	0	0	0	0	0	0	4	312	100	0	0	4	160	0	0	0	656	
Heavy Trucks	4	0	0			0	0	0			0	0	0			0	0	0			4	
Buses																					0	
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NE 242nd Ave (SR 500) -- NE 28th St
CITY/STATE: Fern Prairie, WA

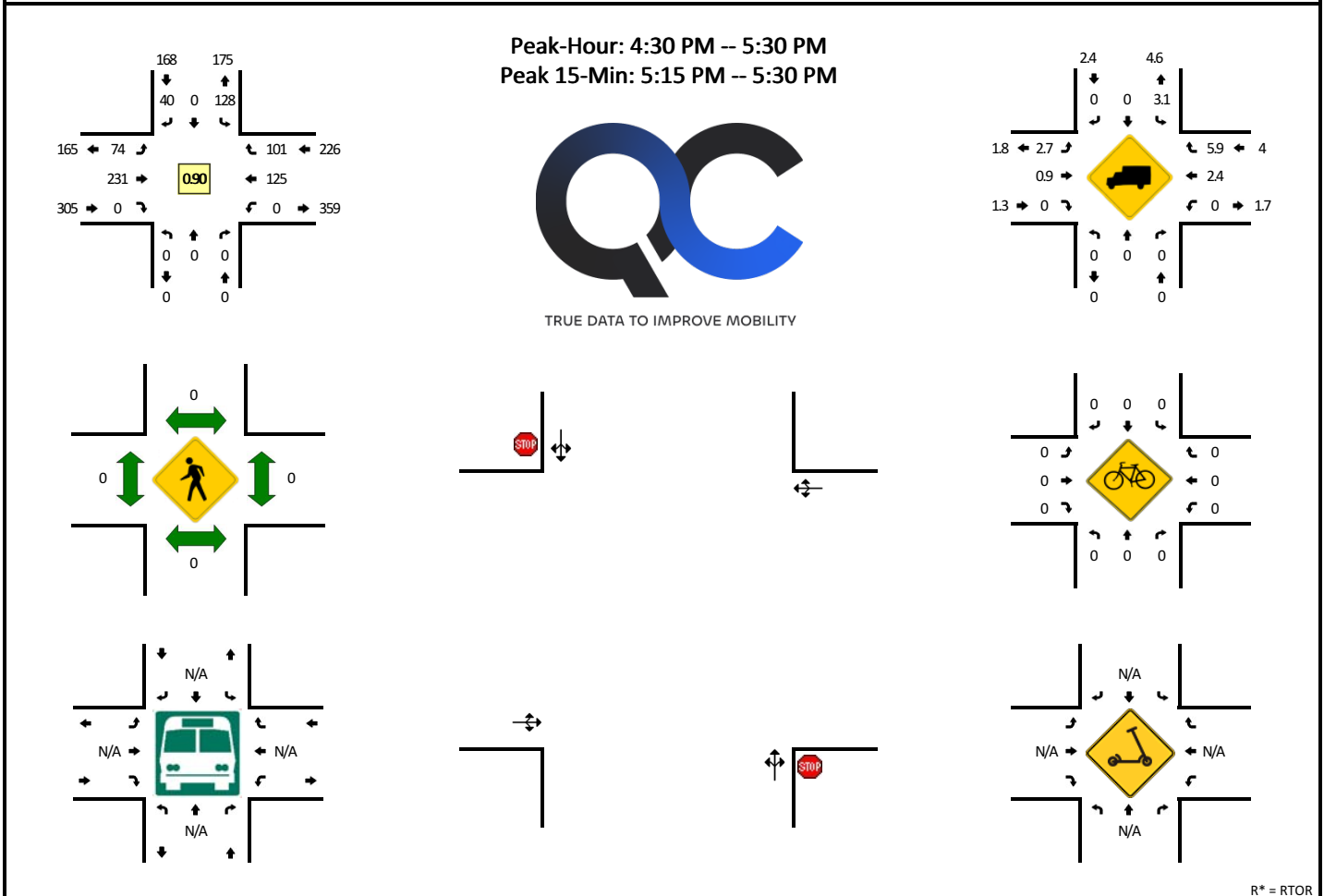
QC JOB #: 16977003
DATE: Tue, Apr 8 2025


R* = RTOR

5-Min Count Period Beginning At	NE 242nd Ave (SR 500) (Northbound)					NE 242nd Ave (SR 500) (Southbound)					NE 28th St (Eastbound)					NE 28th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	1	0	7	0	0	0	4	0	0	0	0	10	11	0	0	33	
7:05 AM	0	0	0	0	0	3	0	6	0	0	0	9	0	0	0	0	14	8	0	0	40	
7:10 AM	0	0	0	0	0	4	0	7	0	0	0	6	0	0	0	0	16	10	0	0	43	
7:15 AM	0	0	0	0	0	7	0	2	0	0	0	11	0	0	0	0	17	7	0	0	44	
7:20 AM	0	0	0	0	0	6	0	4	0	0	1	9	0	0	0	0	11	8	0	0	39	
7:25 AM	0	0	0	0	0	3	0	4	0	0	0	7	0	0	0	0	18	12	0	0	44	
7:30 AM	0	0	0	0	0	6	0	10	0	0	0	9	0	0	0	0	14	11	0	0	50	
7:35 AM	0	0	0	0	0	9	0	7	0	0	0	3	0	0	0	0	24	9	0	0	52	
7:40 AM	0	0	0	0	0	7	0	11	0	0	1	4	0	0	0	0	9	2	0	0	34	
7:45 AM	0	0	0	0	0	12	0	8	0	0	2	14	0	0	0	0	16	7	0	0	59	
7:50 AM	0	0	0	0	0	6	0	7	0	0	3	15	0	0	0	0	20	3	0	0	54	
7:55 AM	0	0	0	0	0	11	0	6	0	0	4	16	0	0	0	0	16	5	0	0	58	550
8:00 AM	0	0	0	0	0	5	0	4	0	0	3	17	0	0	0	0	15	7	0	0	51	568
8:05 AM	0	0	0	0	0	13	0	4	0	0	1	16	0	0	0	0	15	5	0	0	54	582
8:10 AM	0	0	0	0	0	2	0	3	0	0	2	6	0	0	0	0	14	6	0	0	33	572
8:15 AM	0	0	0	0	0	6	1	3	0	0	0	7	0	0	0	0	13	7	0	0	37	565
8:20 AM	0	0	0	0	0	14	0	5	0	0	2	7	0	0	0	0	11	5	0	0	44	570
8:25 AM	0	0	0	0	0	7	0	4	0	0	2	7	0	0	0	0	15	5	0	0	40	566
8:30 AM	0	0	0	0	0	11	0	4	0	0	2	14	0	0	0	0	11	13	0	0	55	571
8:35 AM	0	0	0	0	0	11	0	5	0	0	1	4	0	0	0	0	11	7	0	0	39	558
8:40 AM	0	0	0	0	0	11	0	4	0	0	0	6	0	0	0	0	15	7	0	0	43	567
8:45 AM	0	0	0	0	0	8	0	1	0	0	1	9	0	0	0	0	13	16	0	0	48	556
8:50 AM	0	0	0	0	0	12	1	6	0	0	4	12	0	0	0	0	22	9	0	0	66	568
8:55 AM	0	0	0	0	0	6	0	4	0	0	1	13	0	0	0	0	12	5	0	0	41	551
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	116	0	84	0	0	36	180	0	0	0	0	208	60	0	0	684	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	4	24	0	0	0	0	0	8	0	0	36	
Buses																						
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																						

Comments:

Type of peak hour being reported: Intersection Peak

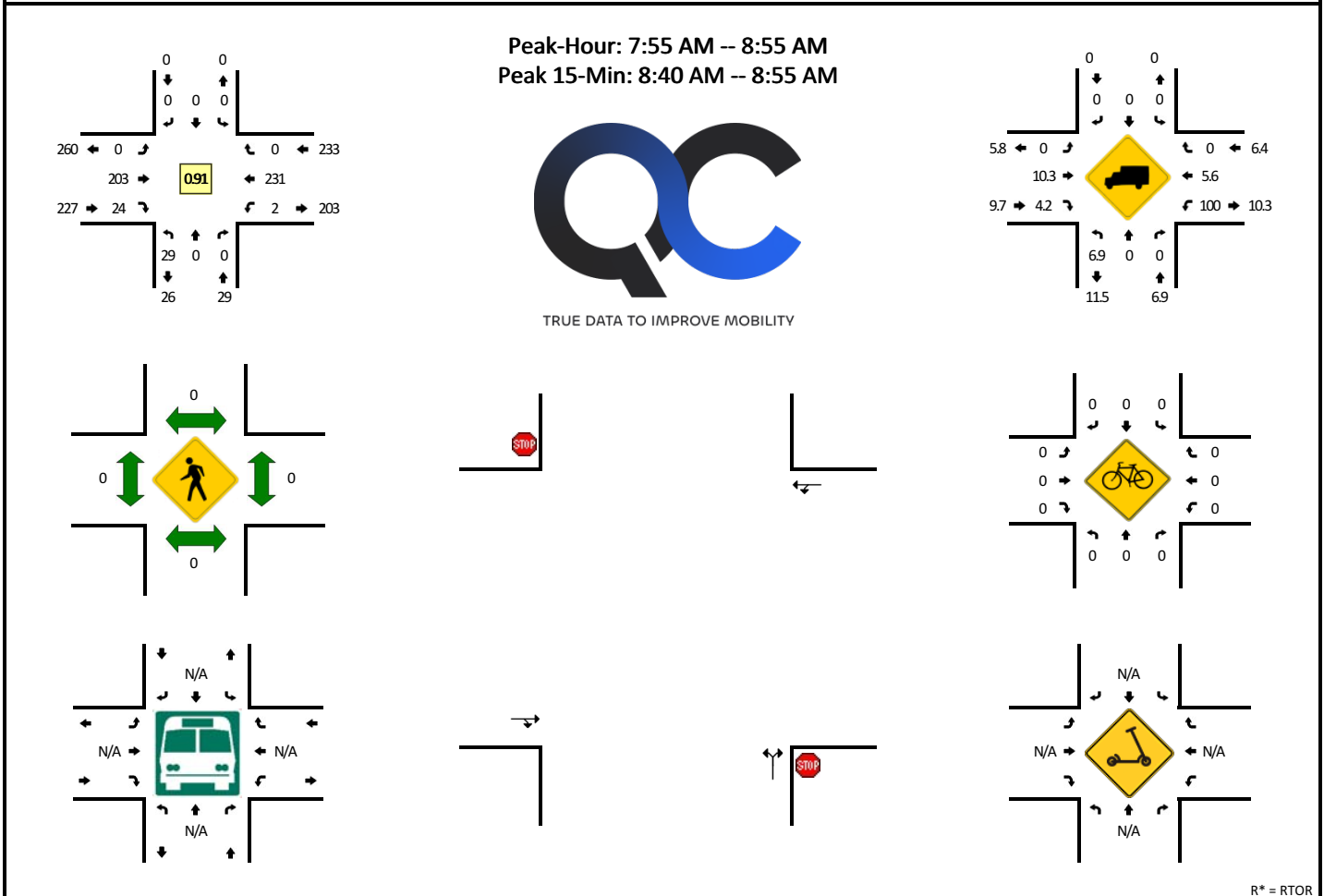
Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE 242nd Ave (SR 500) -- NE 28th St
CITY/STATE: Fern Prairie, WA**QC JOB #:** 16977004
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE 242nd Ave (SR 500) (Northbound)					NE 242nd Ave (SR 500) (Southbound)					NE 28th St (Eastbound)					NE 28th St (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
4:00 PM	1	0	0	0	0	15	0	3	0	0	5	18	0	0	0	0	0	9	6	0	0	57	
4:05 PM	0	0	0	0	0	12	0	3	0	0	7	28	0	0	0	0	0	16	9	0	0	75	
4:10 PM	0	0	0	0	0	5	0	2	0	0	9	21	0	0	0	0	0	17	11	0	0	65	
4:15 PM	0	0	0	0	0	11	0	5	0	0	3	8	0	0	0	0	0	13	8	0	0	48	
4:20 PM	0	0	0	0	0	5	0	1	0	0	3	10	0	0	0	0	0	17	10	0	0	46	
4:25 PM	0	0	0	0	0	10	0	4	0	0	3	24	0	0	0	0	0	9	9	0	0	59	
4:30 PM	0	0	0	0	0	10	0	2	0	0	3	15	0	0	0	0	0	15	10	0	0	55	689 689 664 657
4:35 PM	0	0	0	0	0	9	0	0	0	0	8	22	0	0	0	0	0	14	9	0	0	62	
4:40 PM	0	0	0	0	0	12	0	8	0	0	11	19	0	0	0	0	0	10	13	0	0	73	
4:45 PM	0	0	0	0	0	14	0	8	0	0	7	14	0	0	0	0	0	7	6	0	0	56	
4:50 PM	0	0	0	0	0	12	0	3	0	0	4	13	0	0	0	0	0	11	3	0	0	46	
4:55 PM	0	0	0	0	0	5	0	5	0	0	4	21	0	0	0	0	0	6	6	0	0	47	
5:00 PM	0	0	0	0	0	14	0	1	0	0	5	17	0	0	0	0	0	10	10	0	0	57	
5:05 PM	0	0	0	0	0	11	0	0	0	0	7	16	0	0	0	0	0	8	8	0	0	50	
5:10 PM	0	0	0	0	0	6	0	3	0	0	8	21	0	0	0	0	0	11	9	0	0	58	
5:15 PM	0	0	0	0	0	9	0	4	0	0	3	24	0	0	0	0	0	13	13	0	0	66	
5:20 PM	0	0	0	0	0	16	0	2	0	0	7	23	0	0	0	0	0	10	5	0	0	63	692
5:25 PM	0	0	0	0	0	10	0	4	0	0	7	26	0	0	0	0	0	10	9	0	0	66	699
5:30 PM	0	0	0	0	0	9	0	2	0	0	5	16	0	0	0	0	0	8	10	0	0	50	694
5:35 PM	0	0	0	0	0	10	0	2	0	0	2	18	0	0	0	0	0	9	11	0	0	52	684
5:40 PM	0	0	0	0	0	2	0	4	0	0	6	20	0	0	0	0	0	8	6	0	0	46	657
5:45 PM	0	0	0	0	0	9	0	5	0	0	5	15	0	0	0	0	0	13	4	0	0	51	652
5:50 PM	0	0	0	0	0	10	0	4	0	0	5	17	0	0	0	0	0	13	10	0	0	59	665
5:55 PM	0	0	0	0	0	6	0	1	0	0	8	15	0	0	0	0	0	15	4	0	0	49	667
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	0	0	0	0	0	140	0	40	0	0	68	292	0	0	0	0	0	132	108	0	0	780	
Heavy Trucks	0	0	0			4	0	0			0	8	0				0	0	0			12	
Buses																							
Pedestrians		0					0					0						0				0	
Bicycles	0	0	0			0	0	0			0	0	0				0	0	0			0	
Scooters																							

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE 249th Ave -- NE 25th St (SR 500)**CITY/STATE:** Fern Prairie, WA**QC JOB #:** 16977005**DATE:** Tue, Apr 8 2025

R* = RTOR

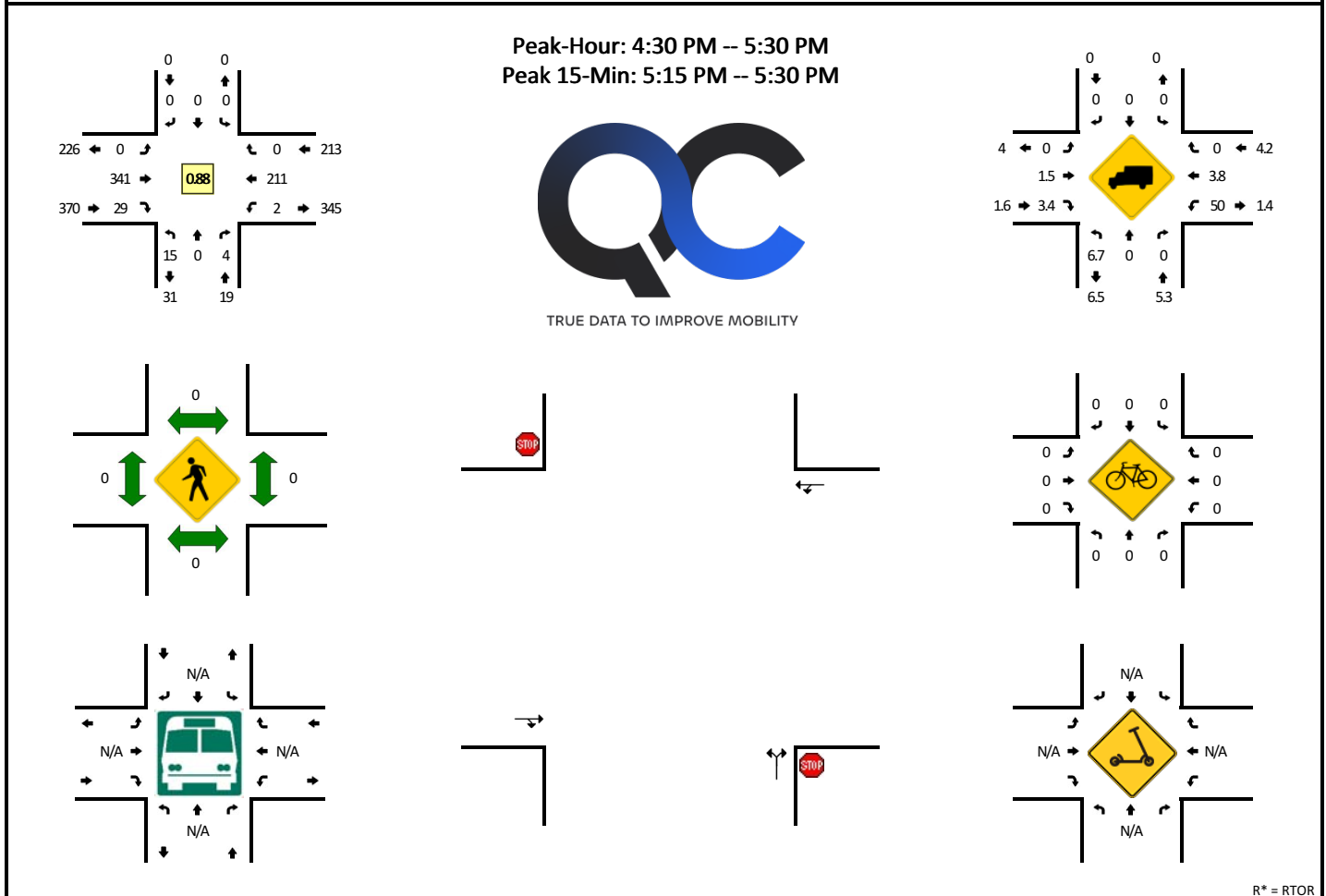
5-Min Count Period Beginning At	NE 249th Ave (Northbound)					NE 249th Ave (Southbound)					NE 25th St (SR 500) (Eastbound)					NE 25th St (SR 500) (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
7:00 AM	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	20	0	0	0	27	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	21	0	0	0	32	
7:10 AM	1	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	26	0	0	0	38	
7:15 AM	2	0	1	0	0	0	0	0	0	0	0	13	3	0	0	0	0	18	0	0	0	37	
7:20 AM	1	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	18	0	0	0	35	
7:25 AM	2	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	28	0	0	0	40	
7:30 AM	3	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	23	0	0	0	40	
7:35 AM	3	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	30	0	0	0	47	
7:40 AM	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	9	0	0	0	18	
7:45 AM	3	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	19	0	0	0	44	
7:50 AM	1	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	22	0	0	0	48	
7:55 AM	1	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	21	0	0	0	40	446
8:00 AM	3	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	1	18	0	0	0	46	465
8:05 AM	2	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	0	18	0	0	0	45	478
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	1	21	0	0	0	36	476
8:15 AM	2	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	18	0	0	0	31	470
8:20 AM	1	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	0	15	0	0	0	34	469
8:25 AM	3	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	0	0	33	462
8:30 AM	3	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	0	21	0	0	0	54	476
8:35 AM	6	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	14	0	0	0	35	464
8:40 AM	4	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	17	0	0	0	36	482
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	28	0	0	0	47	485
8:50 AM	3	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	0	25	0	0	0	52	489
8:55 AM	1	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	15	0	0	0	31	480
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	32	0	0	0	0	0	0	0	0	0	0	204	24	0	0	0	0	280	0	0	0	540	
Heavy Trucks	0	0	0			0	0	0			0	24	0			0	8	0			32		
Buses																							
Pedestrians		0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0				0	
Scoters																							

Comments:

Report generated on 4/16/2025 4:14 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE 249th Ave -- NE 25th St (SR 500)**CITY/STATE:** Fern Prairie, WA**QC JOB #:** 16977006**DATE:** Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE 249th Ave (Northbound)					NE 249th Ave (Southbound)					NE 25th St (SR 500) (Eastbound)					NE 25th St (SR 500) (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
4:00 PM	2	0	0	0	0	0	0	0	0	0	0	30	3	0	0	0	0	12	0	0	0	47	
4:05 PM	1	0	0	0	0	0	0	0	0	0	0	40	3	0	0	0	1	23	0	0	0	68	
4:10 PM	1	0	1	0	0	0	0	0	0	0	0	21	1	0	0	0	1	28	0	0	0	53	
4:15 PM	1	0	1	0	0	0	0	0	0	0	0	20	3	0	0	0	0	19	0	0	0	44	
4:20 PM	3	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	26	0	0	0	45	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	1	18	0	0	0	42	
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	34	2	0	0	0	1	23	0	0	0	62	588 589 561 561
4:35 PM	2	0	0	0	0	0	0	0	0	0	0	23	6	0	0	0	0	20	0	0	0	51	
4:40 PM	4	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	1	21	0	0	0	56	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	21	5	0	0	0	0	11	0	0	0	37	
4:50 PM	1	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	13	0	0	0	38	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	0	13	0	0	0	45	
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	29	0	0	0	0	0	18	0	0	0	48	
5:05 PM	1	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	14	0	0	0	40	
5:10 PM	2	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	0	20	0	0	0	53	
5:15 PM	2	0	1	0	0	0	0	0	0	0	0	31	2	0	0	0	0	24	0	0	0	60	577
5:20 PM	2	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	14	0	0	0	50	582
5:25 PM	0	0	1	0	0	0	0	0	0	0	0	39	2	0	0	0	0	20	0	0	0	62	602
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	16	0	0	0	44	584
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	18	5	0	0	0	0	20	0	0	0	43	576
5:40 PM	2	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	0	13	0	0	0	37	557
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	16	0	0	0	42	562
5:50 PM	1	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	0	21	0	0	0	46	570
5:55 PM	2	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	0	17	0	0	0	46	571
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	16	0	8	0	0	0	0	0	0	0	0	416	16	0	0	0	0	232	0	0	0	688	
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	4	0			12		
Buses																							
Pedestrians		0					0					0					0				0		
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0		
Scoters																							

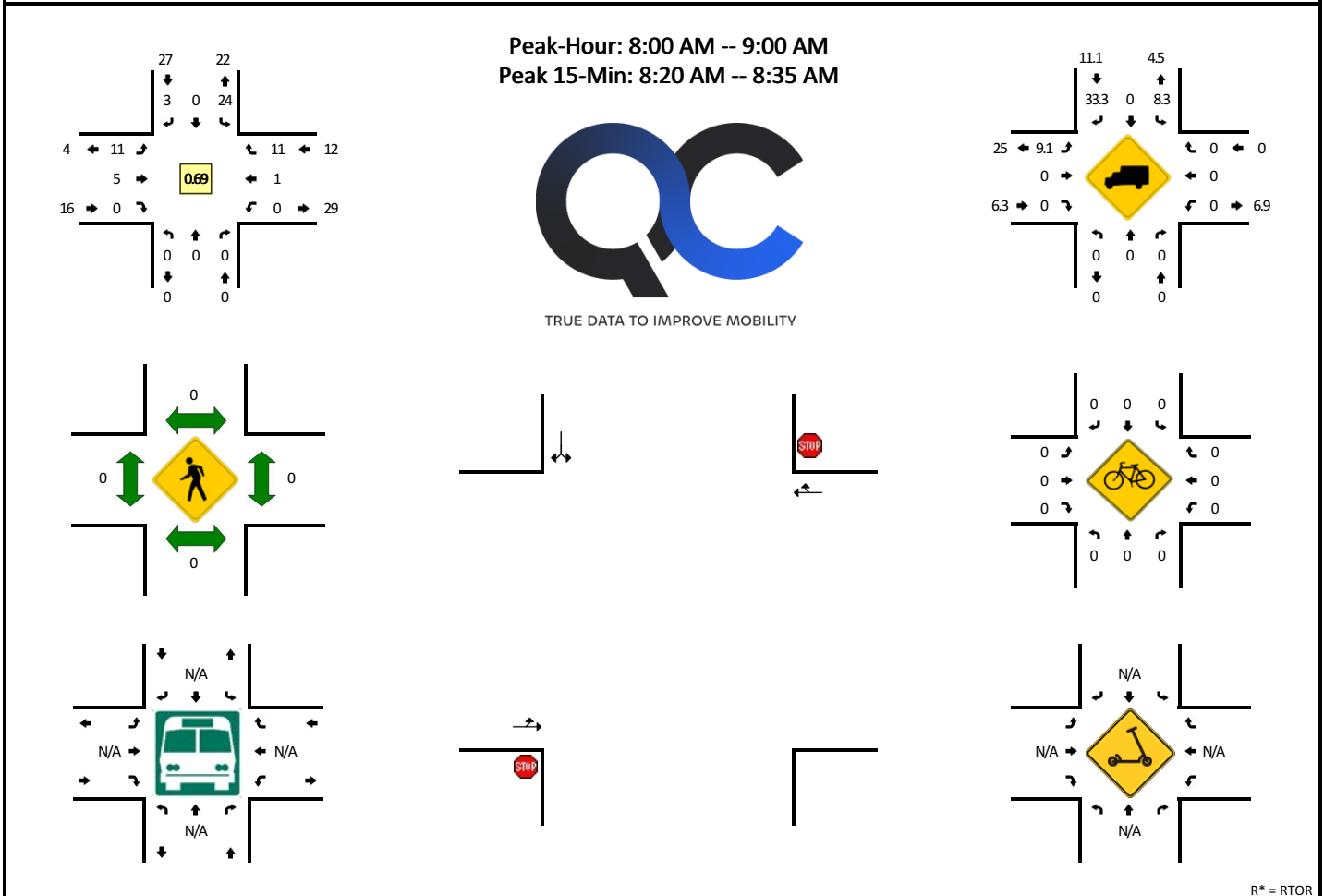
Comments:

Report generated on 4/16/2025 4:14 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NE 249th Ave -- NE 14th St
CITY/STATE: Fern Prairie, WA

QC JOB #: 16977007
DATE: Tue, Apr 8 2025


R* = RTOR

5-Min Count Period Beginning At	NE 249th Ave (Northbound)					NE 249th Ave (Southbound)					NE 14th St (Eastbound)					NE 14th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	1	0	0	5	
7:20 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	
7:25 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	4	
7:30 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	1	0	0	5	
7:35 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
7:40 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	3	
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	5	
7:50 AM	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	
7:55 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36
8:00 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4	38
8:05 AM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	40
8:10 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	42
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	39
8:20 AM	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	2	0	0	9	46
8:25 AM	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	5	47
8:30 AM	0	0	0	0	0	3	0	1	0	0	1	1	0	0	0	0	0	0	0	0	6	48
8:35 AM	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	1	0	0	6	51
8:40 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	2	0	0	6	54
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	51
8:50 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	50
8:55 AM	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	6	55
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	36	0	4	0	0	16	16	0	0	0	0	0	8	0	0	80	
Heavy Trucks	0	0	0			4	0	0			0	0	0			0	0	0			4	
Buses																					0	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

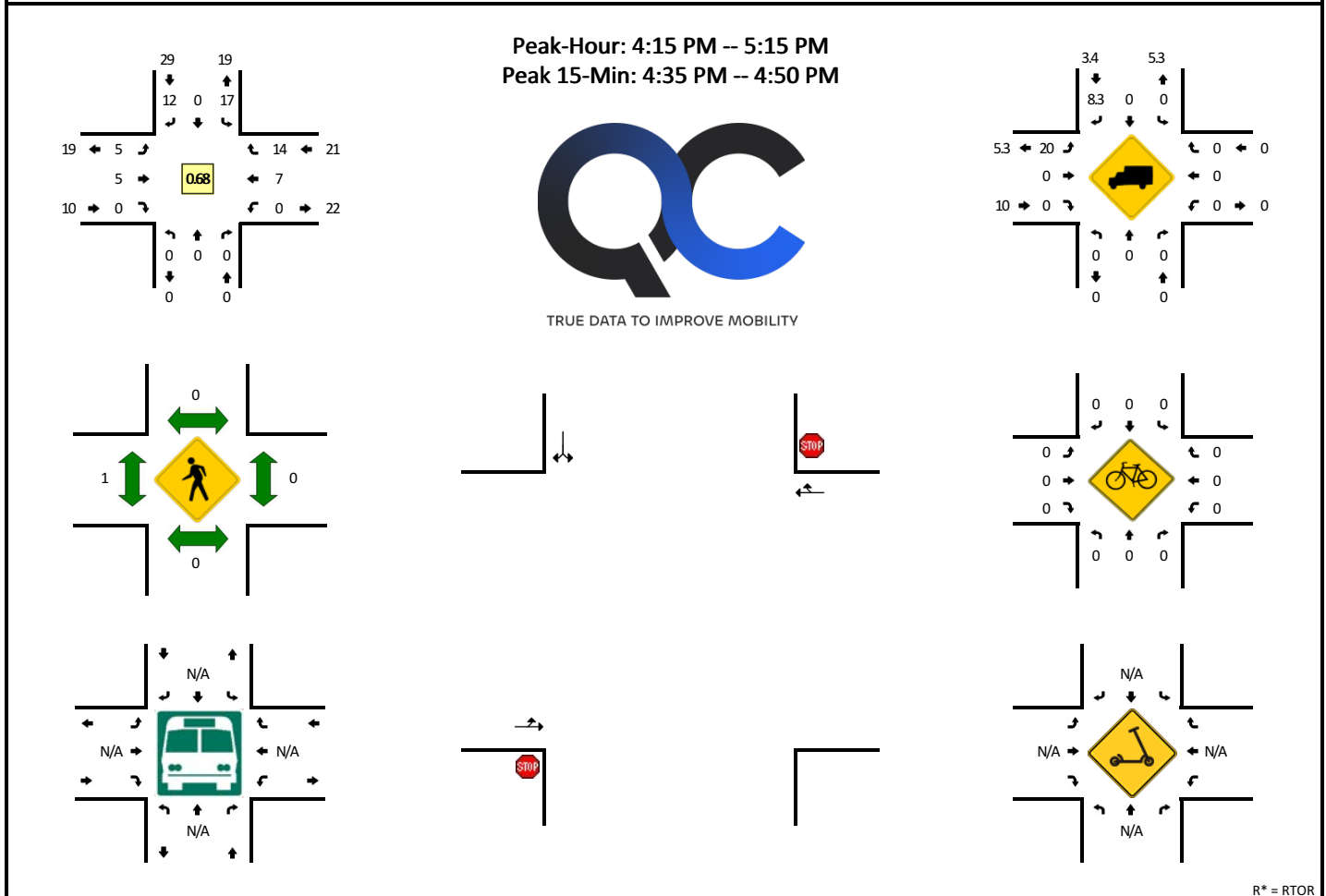
Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Report generated on 4/16/2025 4:14 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NE 249th Ave -- NE 14th St
CITY/STATE: Fern Prairie, WA

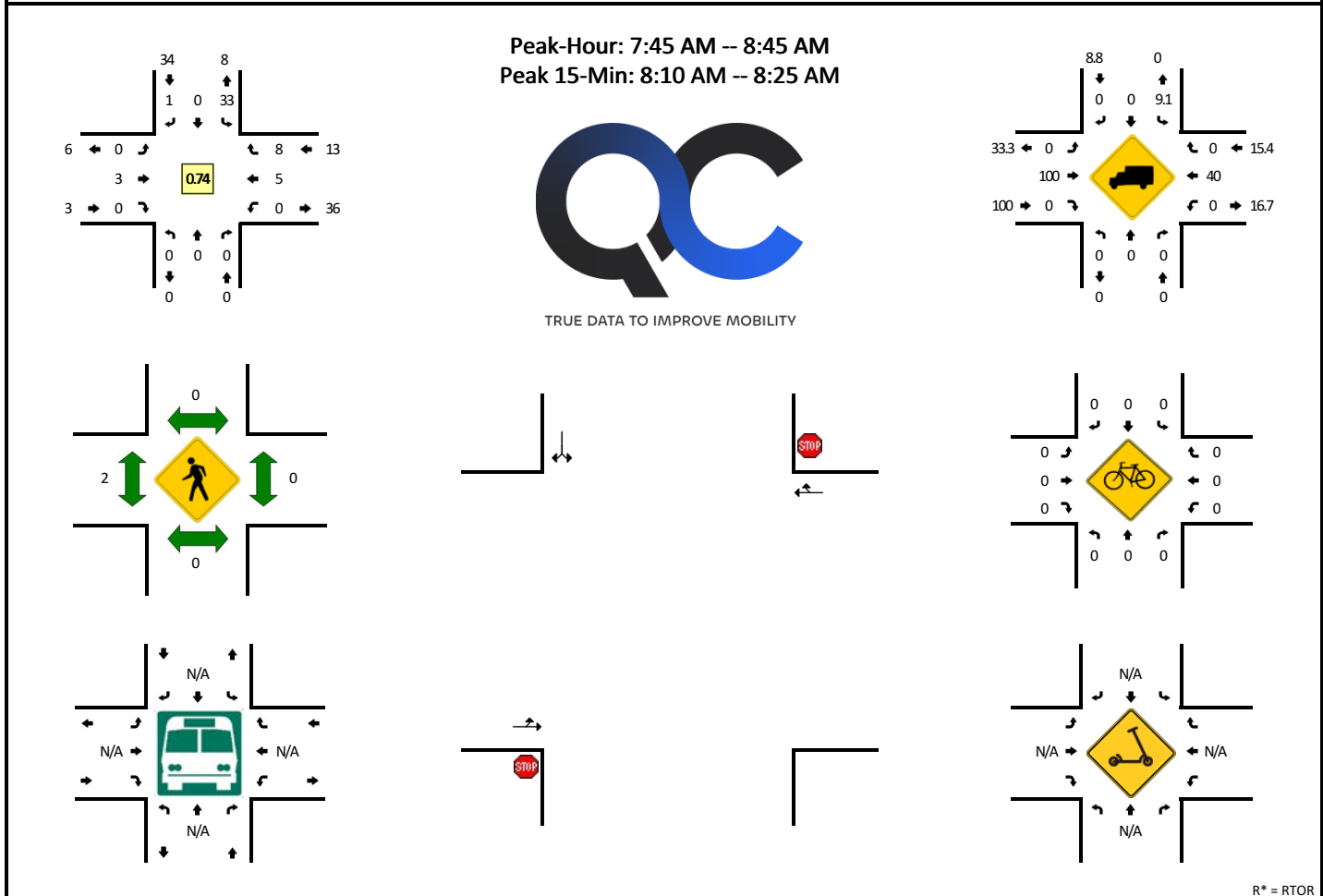
QC JOB #: 16977008
DATE: Tue, Apr 8 2025


R* = RTOR

5-Min Count Period Beginning At	NE 249th Ave (Northbound)					NE 249th Ave (Southbound)					NE 14th St (Eastbound)					NE 14th St (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	4	
4:05 PM	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
4:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	6	0	0	0	9	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
4:30 PM	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
4:35 PM	0	0	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	9	
4:40 PM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	1	0	0	0	6	
4:45 PM	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	7	
4:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:55 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	5	
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	5	54
5:05 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	5	55
5:10 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	6	56
5:15 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	5	60
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	58
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	57
5:35 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	54
5:40 PM	0	0	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	7	49
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	50
5:50 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	47
5:55 PM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	5	51
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	0	0	0	0	0	24	0	24	0	0	8	8	0	0	0	0	8	16	0	0	0	88	
Heavy Trucks	0	0	0			0	0	0			4	0	0				0	0				4	
Buses																							
Pedestrians		0					0					0						0				0	
Bicycles	0	0	0			0	0	0			0	0	0				0	0	0			0	
Scoters																							

Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE 257th Ave -- NE 3rd St**CITY/STATE:** Fern Prairie, WA**QC JOB #:** 16977009**DATE:** Tue, Apr 8 2025

5-Min Count Period Beginning At	NE 257th Ave (Northbound)					NE 257th Ave (Southbound)					NE 3rd St (Eastbound)					NE 3rd St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:05 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	
7:10 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
7:20 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
7:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	
7:35 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
7:50 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	
7:55 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	32
8:05 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	31
8:10 AM	0	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	33
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	35
8:20 AM	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	1	1	0	0	9	42
8:25 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	44
8:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	45
8:35 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6	47
8:40 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	50
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	48
8:50 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	46
8:55 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	4	49
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	40	0	4	0	0	0	12	0	0	0	0	4	8	0	0	68	
Heavy Trucks	0	0	0			4	0	0			0	12	0			0	0	0			16	
Buses																						
Pedestrians		0					0					8					0				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

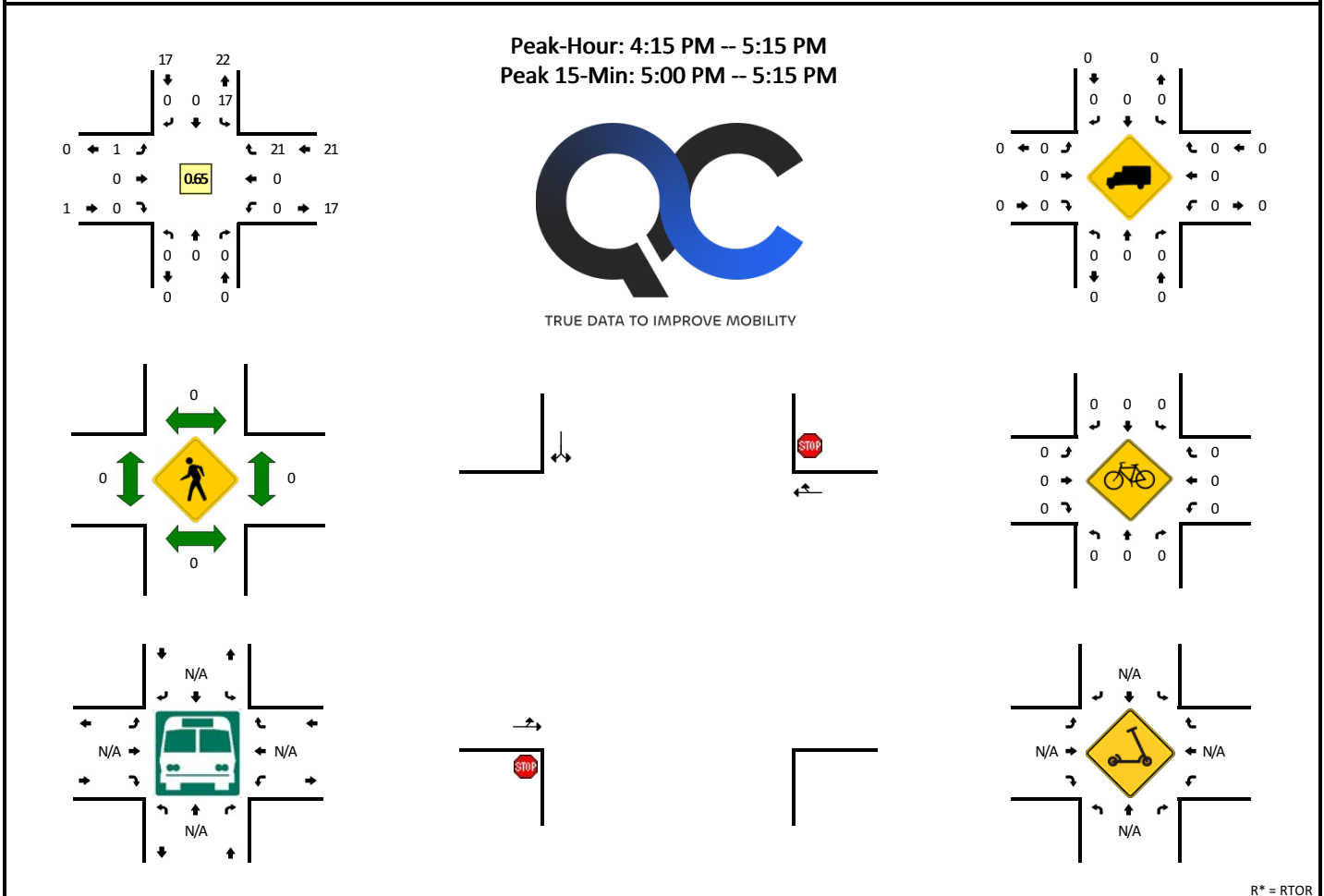
Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Report generated on 4/16/2025 4:14 PM

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

LOCATION: NE 257th Ave -- NE 3rd St
CITY/STATE: Fern Prairie, WA

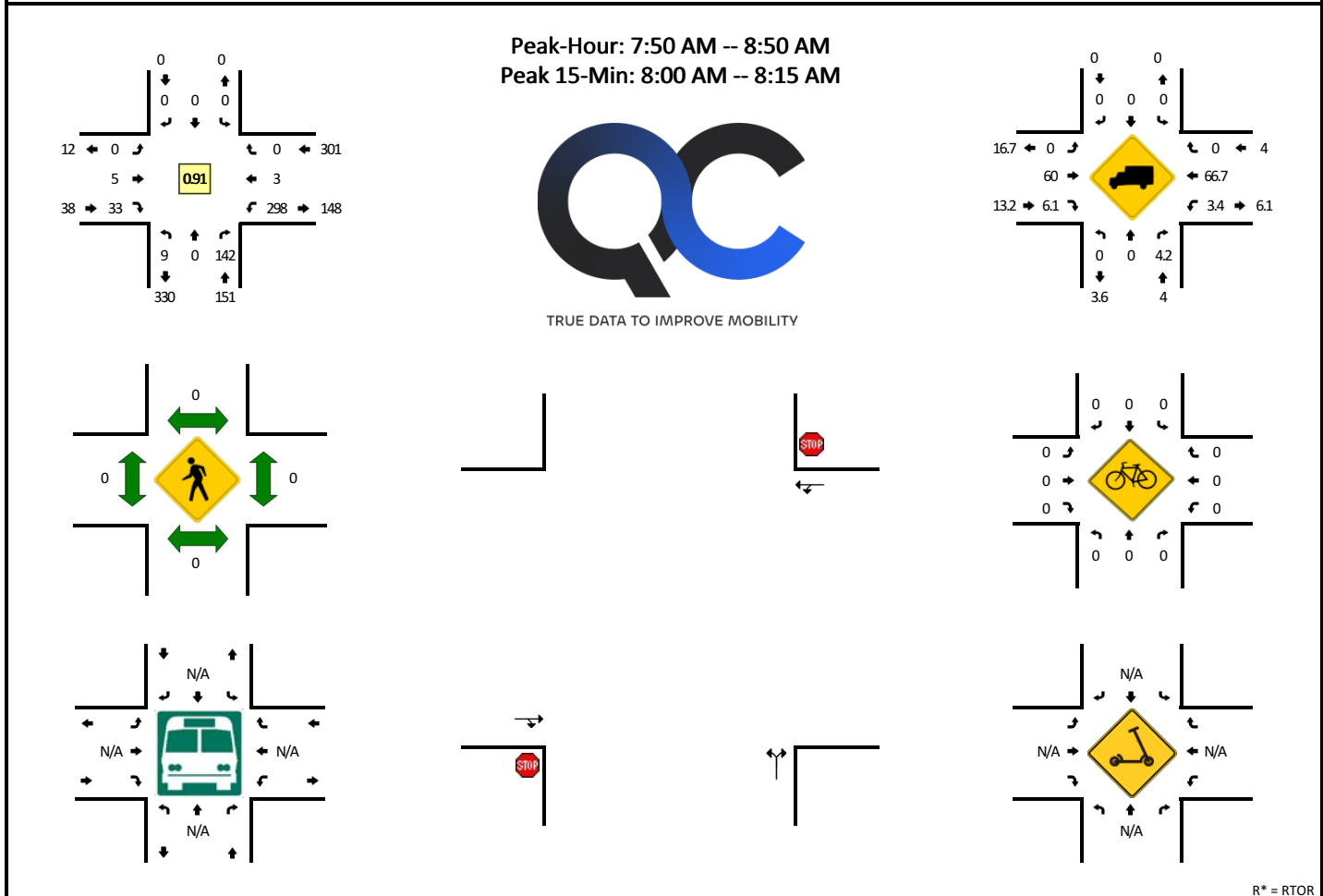
QC JOB #: 16977010
DATE: Tue, Apr 8 2025



5-Min Count Period Beginning At	NE 257th Ave (Northbound)					NE 257th Ave (Southbound)					NE 3rd St (Eastbound)					NE 3rd St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	
4:05 PM	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	
4:10 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	4	
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	
4:40 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	7	
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	36
5:05 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	37
5:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5	38
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	35
5:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	36
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	38
5:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	38
5:40 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	4	35
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	34
5:50 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0	5	38
5:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	28	0	0	60	
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 3rd St
CITY/STATE: Clark, WA**QC JOB #:** 16977011
DATE: Tue, Apr 8 2025

R* = RTOR

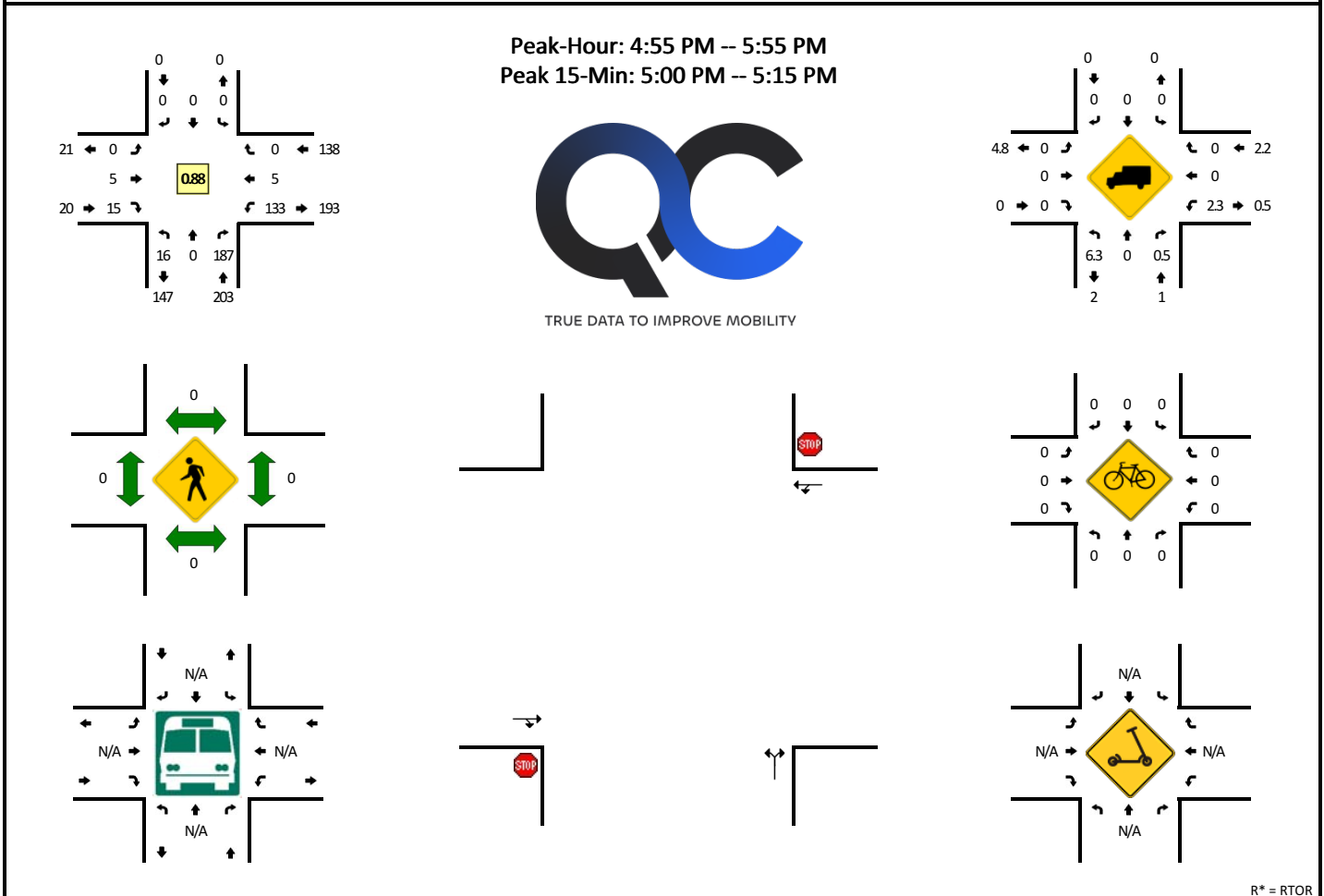
5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 3rd St (Eastbound)					NE 3rd St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	9	0	0	0	0	13	
7:05 AM	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	14	1	0	0	0	21	
7:10 AM	1	0	1	0	0	0	0	0	0	0	0	1	3	0	0	13	0	0	0	0	19	
7:15 AM	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	19	
7:20 AM	1	0	6	0	0	0	0	0	0	0	0	0	1	0	0	7	0	0	0	0	15	
7:25 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	16	1	0	0	0	20	
7:30 AM	1	0	7	0	0	0	0	0	0	0	0	0	1	0	0	15	0	0	0	0	24	
7:35 AM	1	0	7	0	0	0	0	0	0	0	0	1	2	0	0	13	0	0	0	0	24	
7:40 AM	1	0	6	0	0	0	0	0	0	0	0	0	2	0	0	13	0	0	0	0	22	
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	21	1	0	0	0	26	
7:50 AM	0	0	7	0	0	0	0	0	0	0	0	0	4	0	0	32	2	0	0	0	45	274
7:55 AM	0	0	8	0	0	0	0	0	0	0	0	0	2	0	0	16	0	0	0	0	26	
8:00 AM	2	0	13	0	0	0	0	0	0	0	0	0	2	0	0	29	0	0	0	0	46	
8:05 AM	0	0	17	0	0	0	0	0	0	0	0	0	2	0	0	25	0	0	0	0	44	
8:10 AM	0	0	16	0	0	0	0	0	0	0	0	0	3	0	0	26	0	0	0	0	45	
8:15 AM	0	0	14	0	0	0	0	0	0	0	0	1	2	0	0	24	1	0	1	0	43	
8:20 AM	3	0	8	0	0	0	0	0	0	0	0	2	5	0	0	19	0	0	0	0	37	
8:25 AM	0	0	9	0	0	0	0	0	0	0	0	0	3	0	0	31	0	0	0	0	43	
8:30 AM	0	0	10	0	0	0	0	0	0	0	0	1	3	0	0	27	0	0	0	0	41	
8:35 AM	3	0	8	0	0	0	0	0	0	0	0	0	3	0	0	34	0	0	0	0	48	
8:40 AM	1	0	14	0	0	0	0	0	0	0	0	1	2	0	0	16	0	0	0	0	34	
8:45 AM	0	0	18	0	0	0	0	0	0	0	0	0	2	0	0	18	0	0	0	0	38	
8:50 AM	1	0	13	0	0	0	0	0	0	0	0	0	2	0	0	12	0	0	0	0	28	473
8:55 AM	2	0	19	0	0	0	0	0	0	0	0	0	1	0	0	10	1	0	0	0	33	480
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	8	0	184	0	0	0	0	0	0	0	0	0	28	0	0	320	0	0	0	0	540	
Heavy Trucks	0	0	4			0	0	0			0	0	0			16	0	0			20	
Buses																						
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 3rd St
CITY/STATE: Clark, WA**QC JOB #:** 16977012
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 3rd St (Eastbound)					NE 3rd St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	0	15	0	0	0	0	0	0	0	0	0	2	0	0	9	0	0	0	0	31	
4:05 PM	0	0	24	0	0	0	0	0	0	0	0	1	1	0	0	12	0	0	0	0	38	
4:10 PM	3	0	15	0	0	0	0	0	0	0	0	2	4	0	0	13	0	0	0	0	37	
4:15 PM	2	0	17	0	0	0	0	0	0	0	0	1	1	0	0	14	1	0	0	0	36	
4:20 PM	1	0	11	0	0	0	0	0	0	0	0	0	1	0	0	7	1	0	0	0	21	
4:25 PM	1	0	11	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	0	21	
4:30 PM	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	25	
4:35 PM	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	24	
4:40 PM	3	0	9	0	0	0	0	0	0	0	0	3	1	0	0	13	0	0	0	0	29	
4:45 PM	0	0	14	0	0	0	0	0	0	0	0	0	4	0	0	15	0	0	0	0	33	
4:50 PM	0	0	13	0	0	0	0	0	0	0	0	0	3	0	0	13	0	0	0	0	29	
4:55 PM	4	0	13	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	28	352
5:00 PM	0	0	17	0	0	0	0	0	0	0	0	1	5	0	0	8	0	0	1	0	32	353
5:05 PM	2	0	19	0	0	0	0	0	0	0	0	0	3	0	0	8	0	0	0	0	32	347
5:10 PM	4	0	21	0	0	0	0	0	0	0	0	1	0	0	0	12	0	0	0	0	38	348
5:15 PM	0	0	11	0	0	0	0	0	0	0	0	0	1	0	0	11	0	0	0	0	23	335
5:20 PM	1	0	16	0	0	0	0	0	0	0	0	0	1	0	0	9	0	0	0	0	27	341
5:25 PM	1	0	13	0	0	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0	23	343
5:30 PM	1	0	11	0	0	0	0	0	0	0	0	0	1	0	0	13	1	0	0	0	27	345
5:35 PM	0	0	22	0	0	0	0	0	0	0	0	0	1	0	0	9	0	0	0	0	32	353
5:40 PM	2	0	11	0	0	0	0	0	0	0	0	1	2	0	0	9	0	0	0	0	25	349
5:45 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	37	353
5:50 PM	1	0	13	0	0	0	0	0	0	0	0	2	0	0	0	19	2	0	0	0	37	361
5:55 PM	0	0	13	0	0	0	0	0	0	0	0	1	0	0	0	10	0	0	0	0	24	357
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	24	0	228	0	0	0	0	0	0	0	0	8	32	0	0	112	0	0	4	0	408	
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

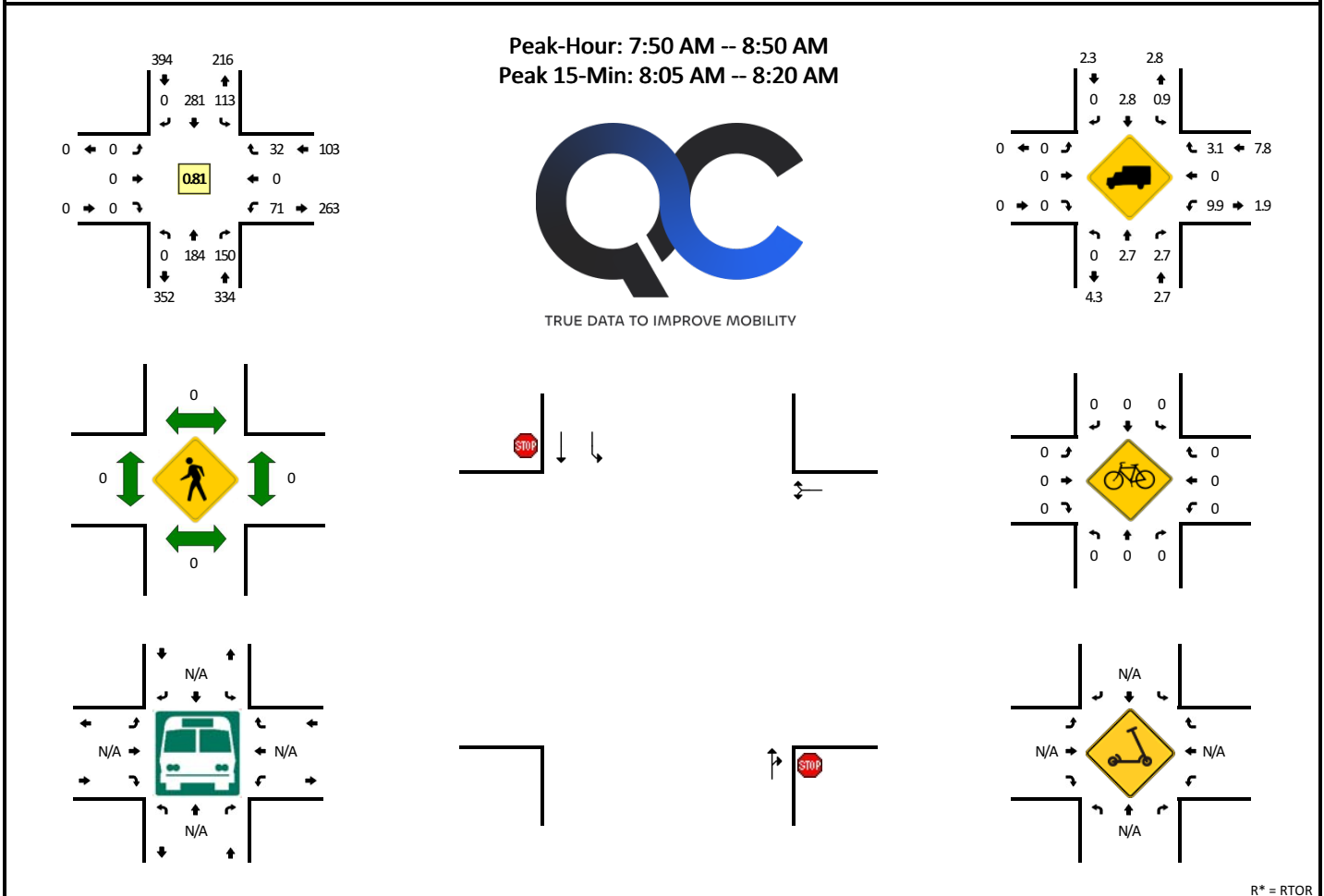
Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NE Everett St (SR 500) -- NE Everett Dr
CITY/STATE: Camas, WA

QC JOB #: 16977016
DATE: Tue, Apr 8 2025


R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE Everett Dr (Eastbound)					NE Everett Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	3	2	0	0	2	8	0	0	0	0	0	0	0	0	1	0	1	0	0	17	
7:05 AM	0	8	5	0	0	1	12	0	0	0	0	0	0	0	0	2	0	1	0	0	29	
7:10 AM	0	4	1	0	0	2	12	0	0	0	0	0	0	0	0	3	0	1	0	0	23	
7:15 AM	0	7	2	0	0	4	10	0	0	0	0	0	0	0	0	1	0	0	0	0	24	
7:20 AM	0	3	3	0	0	2	9	0	0	0	0	0	0	0	0	1	0	1	0	0	19	
7:25 AM	0	4	3	0	0	7	12	0	0	0	0	0	0	0	0	2	0	1	0	0	29	
7:30 AM	0	8	4	0	0	4	12	0	0	0	0	0	0	0	0	1	0	6	0	0	35	
7:35 AM	0	5	3	0	0	3	14	0	0	0	0	0	0	0	0	2	0	2	0	0	29	
7:40 AM	0	12	3	0	0	3	13	0	0	0	0	0	0	0	0	1	0	0	0	0	32	
7:45 AM	0	11	3	0	0	1	20	0	0	0	0	0	0	0	0	3	0	1	0	0	39	
7:50 AM	0	8	6	0	0	5	30	0	0	0	0	0	0	0	0	1	0	1	0	0	51	
7:55 AM	0	16	8	0	0	11	9	0	0	0	0	0	0	0	0	0	0	1	0	0	45	372
8:00 AM	0	24	17	0	0	8	14	0	0	0	0	0	0	0	0	1	0	2	0	0	66	421
8:05 AM	0	37	16	0	0	5	32	0	0	0	0	0	0	0	0	2	0	6	0	0	98	490
8:10 AM	0	21	8	0	0	8	43	0	0	0	0	0	0	0	0	0	0	0	0	0	80	547
8:15 AM	0	18	14	0	0	6	38	0	0	0	0	0	0	0	0	2	0	1	0	0	79	602
8:20 AM	0	8	15	0	0	11	25	0	0	0	0	0	0	0	0	3	0	1	0	0	63	646
8:25 AM	0	9	12	0	0	12	20	0	0	0	0	0	0	0	0	11	0	4	0	0	68	685
8:30 AM	0	9	22	0	0	19	20	0	0	0	0	0	0	0	0	5	0	2	0	0	77	727
8:35 AM	0	9	21	0	0	22	12	0	0	0	0	0	0	0	0	15	0	5	0	0	84	782
8:40 AM	0	11	9	0	0	5	16	0	0	0	0	0	0	0	0	17	0	4	0	0	62	812
8:45 AM	0	14	2	0	0	1	22	0	0	0	0	0	0	0	0	14	0	5	0	0	58	831
8:50 AM	0	15	0	0	0	2	16	0	0	0	0	0	0	0	0	2	0	4	0	0	39	819
8:55 AM	0	21	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	30	804
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	304	152	0	0	76	452	0	0	0	0	0	0	0	0	16	0	28	0	0	1028	
Heavy Trucks	0	4	8			0	16	0			0	0	0			8	0	0			36	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

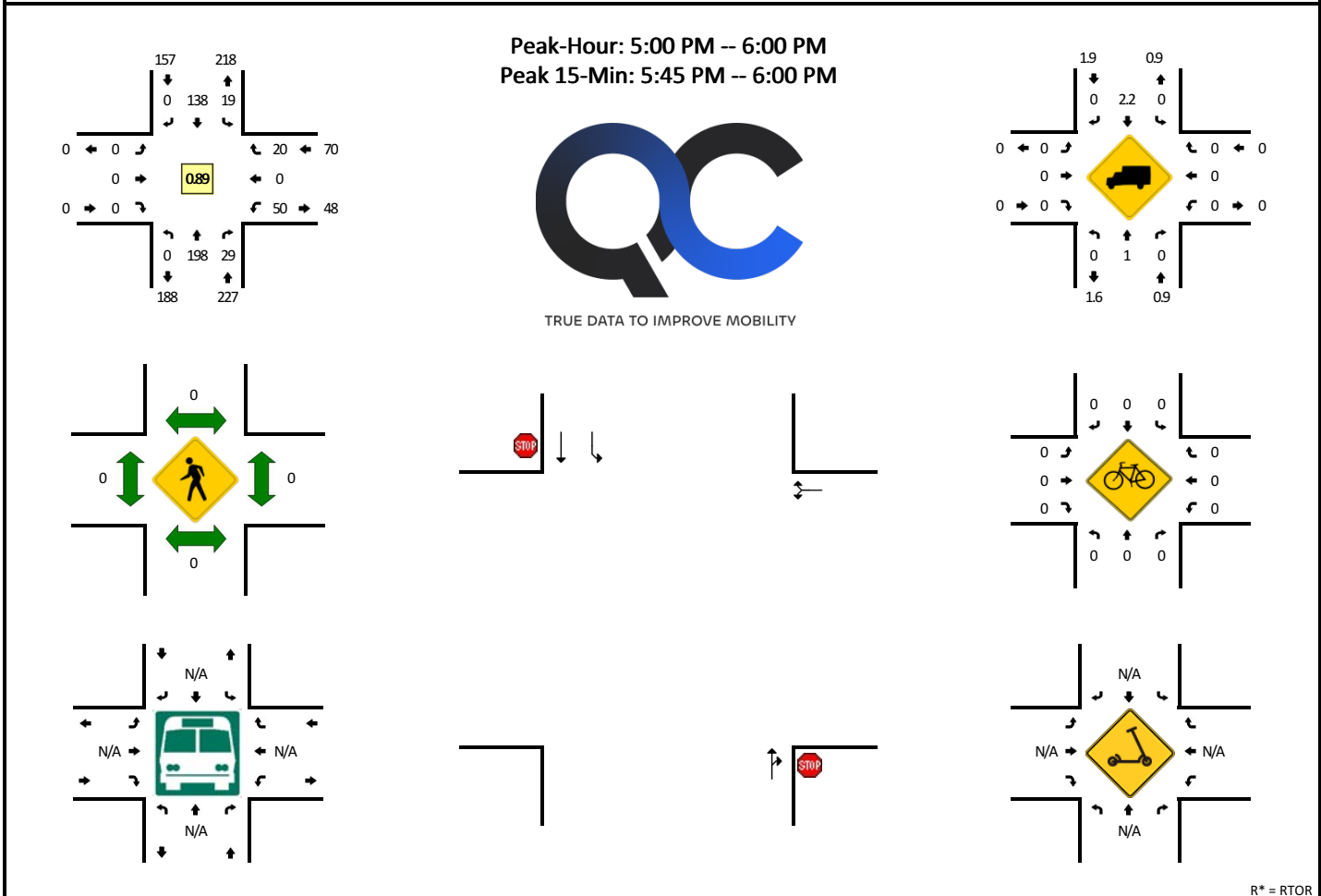
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.

LOCATION: NE Everett St (SR 500) -- NE Everett Dr
CITY/STATE: Camas, WA

QC JOB #: 16977017
DATE: Tue, Apr 8 2025

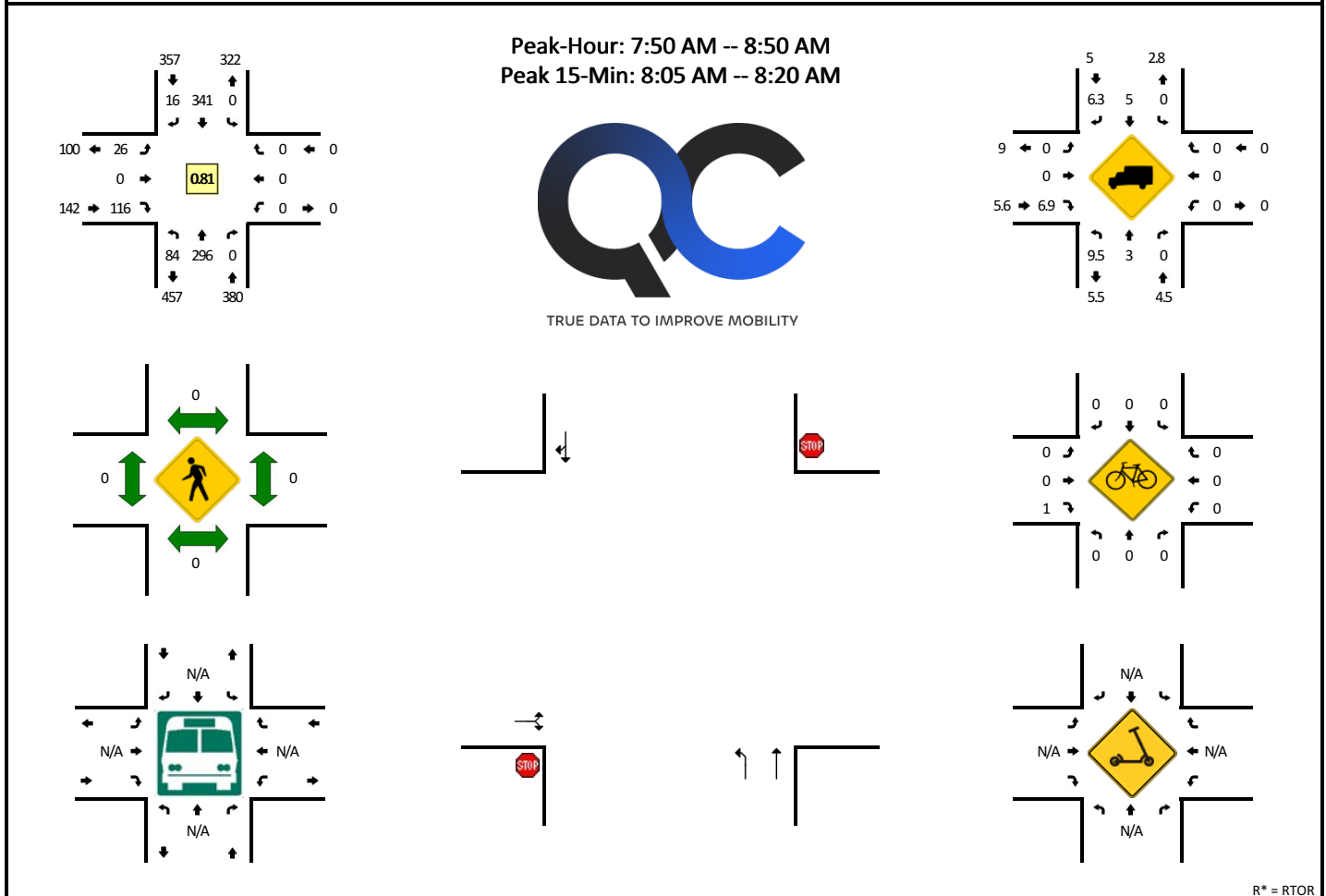


R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE Everett Dr (Eastbound)					NE Everett Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	20	1	0	0	0	12	0	0	0	0	0	0	0	0	2	0	1	0	0	36	
4:05 PM	0	21	3	0	0	1	14	0	0	0	0	0	0	0	0	6	0	2	0	0	47	
4:10 PM	0	13	3	0	0	1	19	0	0	0	0	0	0	0	0	0	0	2	0	0	38	
4:15 PM	0	17	1	0	0	2	15	0	0	0	0	0	0	0	0	1	0	1	0	0	37	
4:20 PM	0	14	0	0	0	1	10	0	0	0	0	0	0	0	0	3	0	0	0	0	28	
4:25 PM	0	13	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	2	0	0	25	
4:30 PM	0	17	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	28	
4:35 PM	0	18	0	0	0	1	10	0	0	0	0	0	0	0	0	1	0	0	0	0	30	
4:40 PM	0	15	0	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	0	0	30	
4:45 PM	0	10	1	0	0	3	17	0	0	0	0	0	0	0	0	3	0	1	0	0	35	
4:50 PM	0	10	3	0	0	7	15	0	0	0	0	0	0	0	0	4	0	2	0	0	41	
4:55 PM	0	18	4	0	0	2	9	0	0	0	0	0	0	0	0	4	0	0	0	0	37	412
5:00 PM	0	19	4	0	0	0	6	0	0	0	0	0	0	0	0	5	0	2	0	0	36	412
5:05 PM	0	19	5	0	0	0	18	0	0	0	0	0	0	0	0	2	0	1	0	0	45	410
5:10 PM	0	21	0	0	0	2	9	0	0	0	0	0	0	0	0	5	0	3	0	0	40	412
5:15 PM	0	14	1	0	0	2	14	0	0	0	0	0	0	0	0	6	0	0	0	0	37	412
5:20 PM	0	19	2	0	0	2	8	0	0	0	0	0	0	0	0	1	0	1	0	0	33	417
5:25 PM	0	21	1	0	0	1	6	0	0	0	0	0	0	0	0	2	0	1	0	0	32	424
5:30 PM	0	13	5	0	0	1	11	0	0	0	0	0	0	0	0	5	0	2	0	0	37	433
5:35 PM	0	19	2	0	0	1	12	0	0	0	0	0	0	0	0	3	0	1	0	0	38	441
5:40 PM	0	10	1	0	0	0	12	0	0	0	0	0	0	0	0	3	0	2	0	0	28	439
5:45 PM	0	17	2	0	0	3	13	0	0	0	0	0	0	0	0	5	0	3	0	0	43	447
5:50 PM	0	14	3	0	0	5	17	0	0	0	0	0	0	0	0	3	0	1	0	0	43	449
5:55 PM	0	12	3	0	0	2	12	0	0	0	0	0	0	0	0	10	0	3	0	0	42	454
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	172	32	0	0	40	168	0	0	0	0	0	0	0	0	72	0	28	0	0	512	
Heavy Trucks	0	0	0			0	8	0			0	0	0			0	0	0			8	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- SE Leadbetter Rd
CITY/STATE: Camas, WA**QC JOB #:** 16977018
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					SE Leadbetter Rd (Eastbound)					SE Leadbetter Rd (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
7:00 AM	10	7	0	0	0	0	9	0	0	0	0	0	0	4	0	0	0	0	0	0	0	30	
7:05 AM	4	13	0	0	0	0	11	0	0	0	0	0	0	3	0	0	0	0	0	0	0	31	
7:10 AM	3	4	0	0	0	0	18	0	0	0	0	0	0	4	0	0	0	0	0	0	0	29	
7:15 AM	9	7	0	0	0	0	13	0	0	0	0	0	2	0	0	0	0	0	0	0	0	31	
7:20 AM	7	6	0	0	0	0	9	0	0	0	0	0	4	0	0	0	0	0	0	0	0	26	
7:25 AM	10	9	0	0	0	0	14	0	0	0	1	0	3	0	0	0	0	0	0	0	0	37	
7:30 AM	9	7	0	0	0	0	12	1	0	0	2	0	4	0	0	0	0	0	0	0	0	35	
7:35 AM	8	7	0	0	0	0	16	1	0	0	1	0	8	0	0	0	0	0	0	0	0	41	
7:40 AM	7	14	0	0	0	0	14	0	0	0	1	0	13	0	0	0	0	0	0	0	0	49	
7:45 AM	16	11	0	0	0	0	20	4	0	0	0	0	12	0	0	0	0	0	0	0	0	63	
7:50 AM	13	15	0	0	0	0	23	6	0	0	0	0	12	0	0	0	0	0	0	0	0	69	509 548
7:55 AM	10	21	0	0	0	0	12	1	0	0	4	0	20	0	0	0	0	0	0	0	0	68	
8:00 AM	2	30	0	0	0	0	12	1	0	0	6	0	18	0	0	0	0	0	0	0	0	69	
8:05 AM	6	42	0	0	0	0	34	1	0	0	4	0	19	0	0	0	0	0	0	0	0	106	623
8:10 AM	6	29	0	0	0	0	38	5	0	0	2	0	8	0	0	0	0	0	0	0	0	88	682
8:15 AM	5	28	0	0	0	0	41	0	0	0	0	0	3	0	0	0	0	0	0	0	0	77	728
8:20 AM	7	23	0	0	0	0	29	0	0	0	1	0	9	0	0	0	0	0	0	0	0	69	771
8:25 AM	10	21	0	0	0	0	31	0	0	0	2	0	5	0	0	0	0	0	0	0	0	69	803
8:30 AM	8	27	0	0	0	0	27	1	0	0	4	0	5	0	0	0	0	0	0	0	0	72	840
8:35 AM	7	26	0	0	0	0	25	1	0	0	1	0	7	0	0	0	0	0	0	0	0	67	866
8:40 AM	4	21	0	0	0	0	28	0	0	0	1	0	7	0	0	0	0	0	0	0	0	61	878
8:45 AM	6	13	0	0	0	0	41	0	0	0	1	0	3	0	0	0	0	0	0	0	0	64	879
8:50 AM	8	17	0	0	0	0	19	0	0	0	0	0	8	0	0	0	0	0	0	0	0	52	862
8:55 AM	2	23	0	0	0	0	8	0	0	0	0	0	11	0	0	0	0	0	0	0	0	44	838
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	68	396	0	0	0	0	452	24	0	0	24	0	120	0	0	0	0	0	0	0	0	1084	
Heavy Trucks	16	12	0			0	20	4			0	0	8			0	0	0				60	
Buses		0					0					0					0					0	
Pedestrians	0	0	0			0	0	0			0	0	0			0	0	0				0	
Bicycles																							
Scooters																							

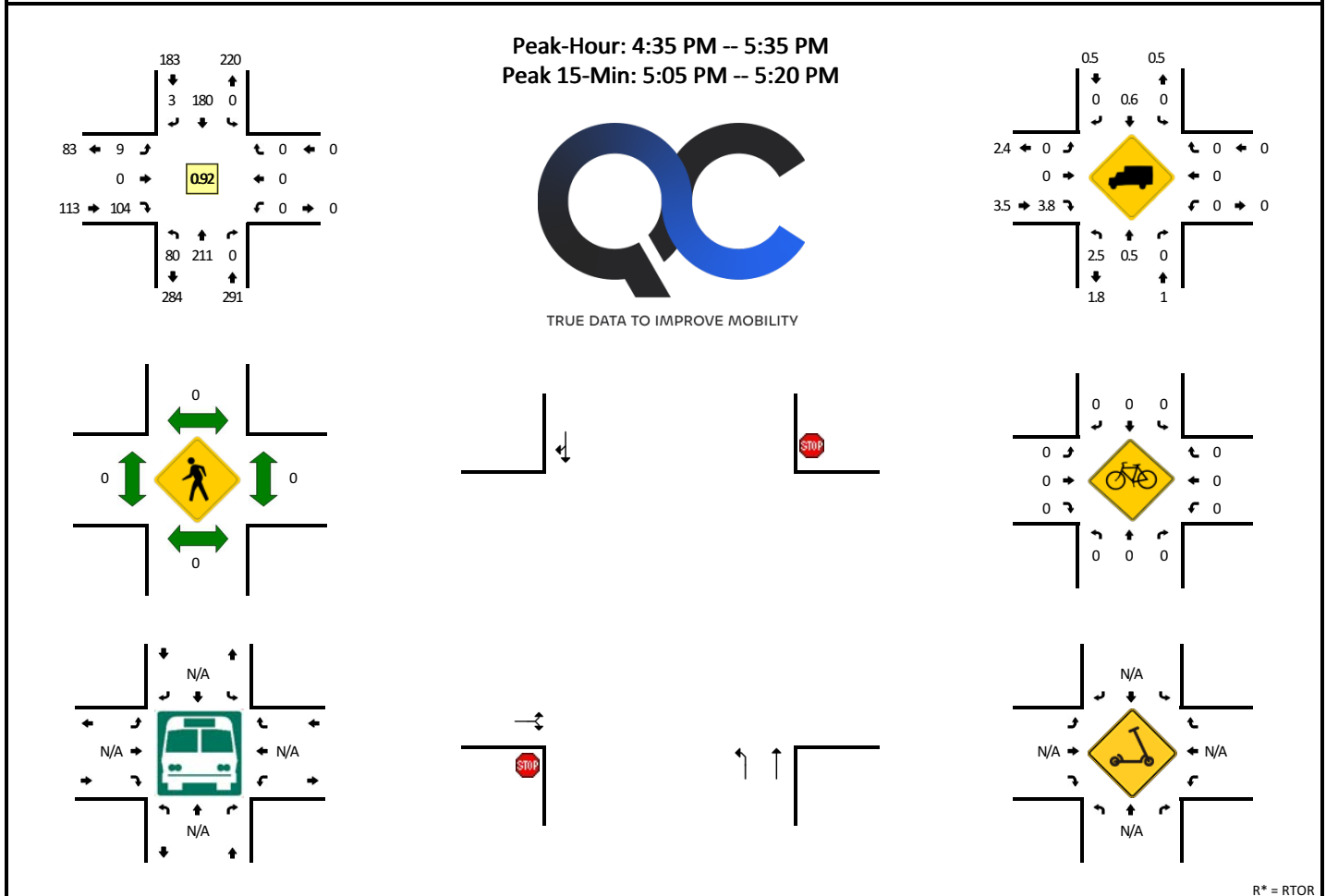
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.

LOCATION: NE Everett St (SR 500) -- SE Leadbetter Rd
CITY/STATE: Camas, WA

QC JOB #: 16977019
DATE: Tue, Apr 8 2025



R* = RTOR

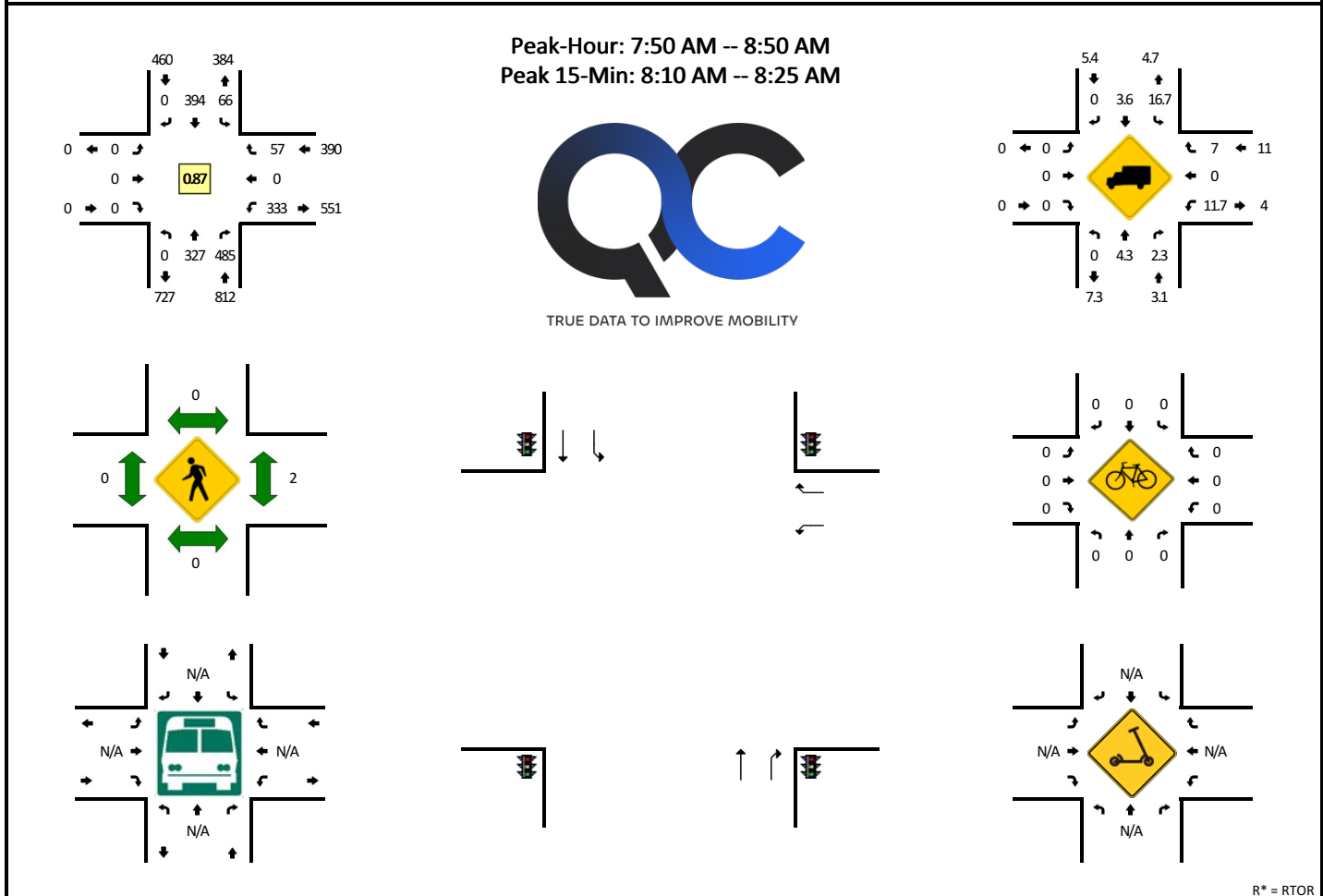
5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					SE Leadbetter Rd (Eastbound)					SE Leadbetter Rd (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
4:00 PM	5	18	0	0	0	0	16	0	0	0	0	0	12	0	0	0	0	0	0	0	0	51	
4:05 PM	5	28	0	0	0	0	18	1	0	0	0	0	9	0	0	0	0	0	0	0	0	61	
4:10 PM	7	14	0	0	0	0	20	0	0	0	0	0	9	0	0	0	0	0	0	0	0	50	
4:15 PM	10	18	0	0	0	0	16	0	0	0	0	0	7	0	0	0	0	0	0	0	0	51	
4:20 PM	1	14	0	0	0	0	12	0	0	0	0	0	7	0	0	0	0	0	0	0	0	34	
4:25 PM	5	13	0	0	0	0	11	0	0	0	0	0	5	0	0	0	0	0	0	0	0	34	
4:30 PM	6	17	0	0	0	0	7	0	0	0	2	0	3	0	0	0	0	0	0	0	0	35	
4:35 PM	12	18	0	0	0	0	13	0	0	0	0	0	7	0	0	0	0	0	0	0	0	50	
4:40 PM	10	14	0	0	0	0	15	0	0	0	1	0	8	0	0	0	0	0	0	0	0	48	564 559
4:45 PM	9	11	0	0	0	0	18	1	0	0	1	0	9	0	0	0	0	0	0	0	0	49	
4:50 PM	4	13	0	0	0	0	21	0	0	0	0	0	11	0	0	0	0	0	0	0	0	49	
4:55 PM	6	22	0	0	0	0	12	0	0	0	1	0	11	0	0	0	0	0	0	0	0	52	
5:00 PM	6	22	0	0	0	0	11	0	0	0	0	0	7	0	0	0	0	0	0	0	0	46	
5:05 PM	7	22	0	0	0	0	22	0	0	0	1	0	7	0	0	0	0	0	0	0	0	59	
5:10 PM	10	16	0	0	0	0	14	0	0	0	1	0	11	0	0	0	0	0	0	0	0	52	
5:15 PM	3	16	0	0	0	0	18	2	0	0	0	0	10	0	0	0	0	0	0	0	0	49	
5:20 PM	2	20	0	0	0	0	8	0	0	0	0	0	4	0	0	0	0	0	0	0	0	34	557
5:25 PM	6	19	0	0	0	0	10	0	0	0	3	0	14	0	0	0	0	0	0	0	0	52	575
5:30 PM	5	18	0	0	0	0	18	0	0	0	1	0	5	0	0	0	0	0	0	0	0	47	587
5:35 PM	7	18	0	0	0	0	14	0	0	0	1	0	9	0	0	0	0	0	0	0	0	49	586
5:40 PM	7	15	0	0	0	0	15	1	0	0	0	0	8	0	0	0	0	0	0	0	0	46	584
5:45 PM	7	15	0	0	0	0	17	1	0	0	0	0	7	0	0	0	0	0	0	0	0	47	582
5:50 PM	5	17	0	0	0	0	18	0	0	0	0	0	8	0	0	0	0	0	0	0	0	48	581
5:55 PM	5	17	0	0	0	0	22	1	0	0	0	0	8	0	0	0	0	0	0	0	0	53	582
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	80	216	0	0	0	0	216	8	0	0	8	0	112	0	0	0	0	0	0	0	0	640	
Heavy Trucks	0	0	0			0	0	0			0	0	8			0	0	0				8	
Buses																						0	
Pedestrians	0	0	0			0	0	0			0	0	0			0	0	0				0	
Bicycles																							
Scoters																							

Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 43rd Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977020**DATE:** Tue, Apr 8 2025

R* = RTOR

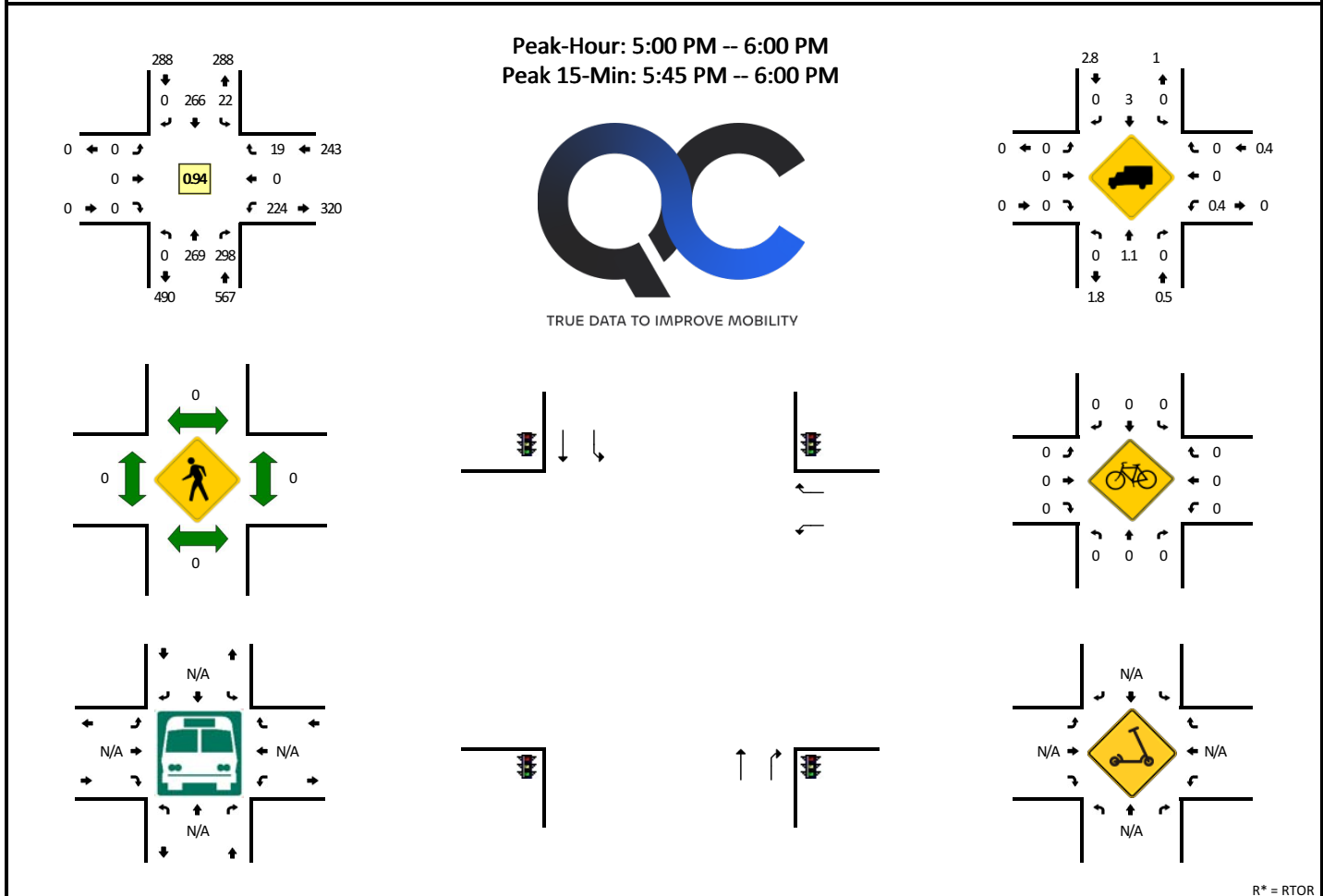
5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 43rd Ave (Eastbound)					NE 43rd Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	16	6	0	4	0	14	0	0	0	0	0	0	0	0	8	0	2	0	0	50	
7:05 AM	0	16	3	0	10	2	11	0	0	0	0	0	0	0	0	15	0	1	0	0	58	
7:10 AM	0	8	6	0	3	2	19	0	0	0	0	0	0	0	0	9	0	2	0	0	49	
7:15 AM	0	15	12	0	4	1	15	0	0	0	0	0	0	0	0	12	0	2	0	0	61	
7:20 AM	0	13	15	0	11	1	13	0	0	0	0	0	0	0	0	15	0	0	0	0	68	
7:25 AM	0	13	7	0	5	1	15	0	0	0	0	0	0	0	0	10	0	5	0	0	56	
7:30 AM	0	17	7	0	2	1	16	0	0	0	0	0	0	0	0	14	0	0	0	0	57	
7:35 AM	0	11	9	0	3	1	24	0	0	0	0	0	0	0	0	19	0	2	0	3	72	
7:40 AM	0	19	7	0	10	3	24	0	0	0	0	0	0	0	0	18	0	1	0	1	83	
7:45 AM	0	14	17	0	5	4	25	0	0	0	0	0	0	0	0	18	0	9	0	3	95	
7:50 AM	0	21	17	0	11	4	33	0	0	0	0	0	0	0	0	16	0	3	0	4	109	
7:55 AM	0	23	23	0	9	10	22	0	0	0	0	0	0	0	0	13	0	6	0	3	109	867
8:00 AM	0	30	21	0	22	9	17	0	0	0	0	0	0	0	0	14	0	2	0	1	116	933
8:05 AM	0	36	17	0	17	12	44	0	0	0	0	0	0	0	0	19	0	9	0	2	156	1031
8:10 AM	0	33	14	0	38	11	38	0	0	0	0	0	0	0	0	25	0	1	0	3	163	1145
8:15 AM	0	28	27	0	29	4	39	0	0	0	0	0	0	0	0	25	0	1	0	2	155	1239
8:20 AM	0	31	35	0	30	6	33	0	0	0	0	0	0	0	0	26	0	0	0	0	161	1332
8:25 AM	0	28	29	0	20	4	27	0	0	0	0	0	0	0	0	34	0	3	0	3	148	1424
8:30 AM	0	28	22	0	29	2	30	0	0	0	0	0	0	0	0	47	0	4	0	0	162	1529
8:35 AM	0	31	22	0	23	1	34	0	0	0	0	0	0	0	0	35	0	4	0	0	150	1607
8:40 AM	0	20	9	0	11	2	35	0	0	0	0	0	0	0	0	31	0	1	0	2	111	1635
8:45 AM	0	18	1	0	9	1	42	0	0	0	0	0	0	0	0	48	0	3	0	0	122	1662
8:50 AM	0	20	9	0	5	3	26	0	0	0	0	0	0	0	0	16	0	3	0	1	83	1636
8:55 AM	0	24	7	0	1	0	19	0	0	0	0	0	0	0	0	14	0	2	0	0	67	1594
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	368	692	0	388	84	440	0	0	0	0	0	0	0	0	304	0	28	0	20	2324	
Heavy Trucks	0	32	32			20	16	0			0	0	0			20	0	0			120	
Buses																						
Pedestrians	0					0					0					4					4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 43rd Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977021**DATE:** Tue, Apr 8 2025

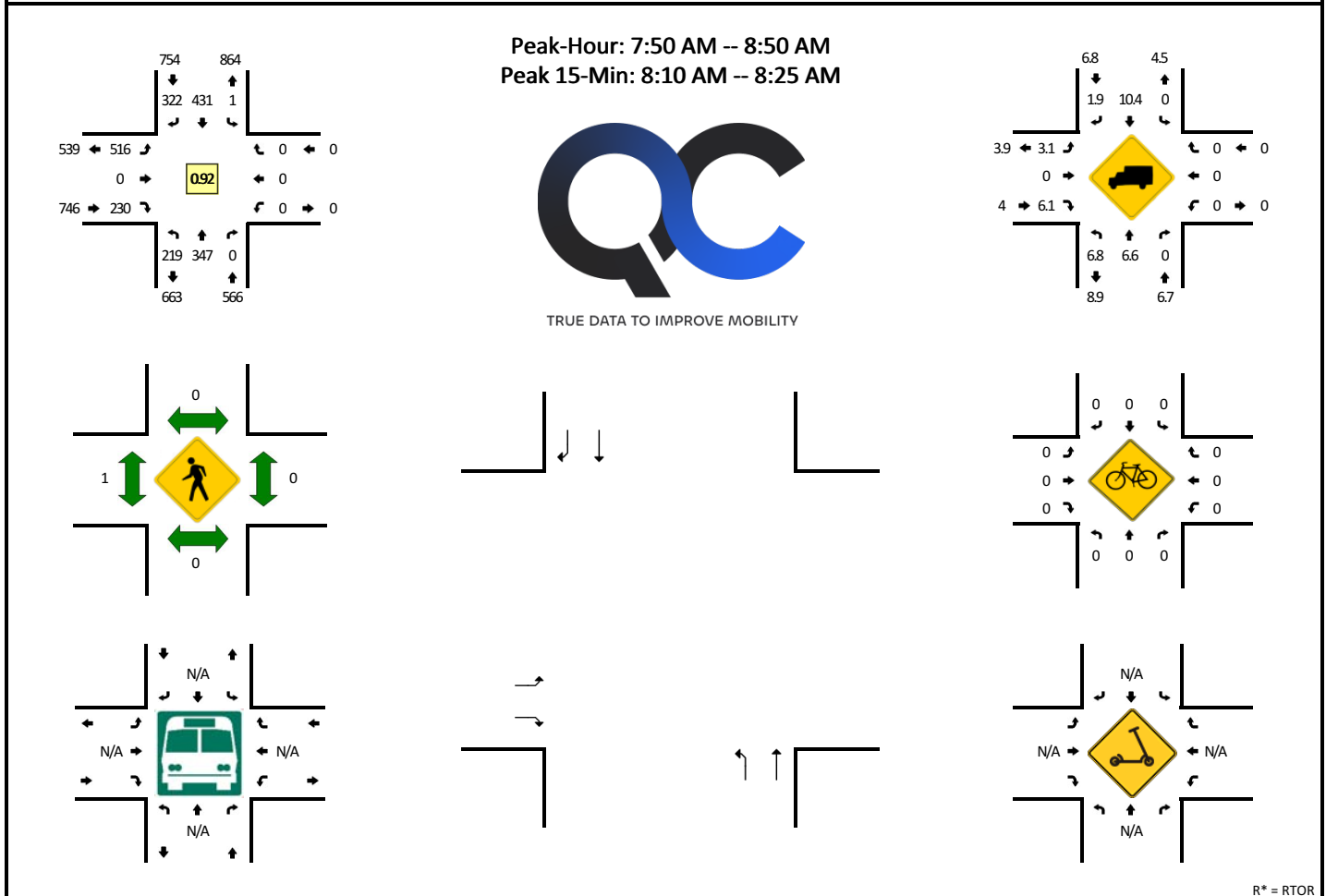
5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 43rd Ave (Eastbound)					NE 43rd Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	23	5	0	3	3	26	0	0	0	0	0	0	0	0	19	0	0	0	0	79	
4:05 PM	0	30	10	0	5	1	25	0	0	0	0	0	0	0	0	17	0	1	0	1	90	
4:10 PM	0	19	10	0	4	2	25	0	0	0	0	0	0	0	0	13	0	3	0	1	77	
4:15 PM	0	23	8	0	4	1	25	0	0	0	0	0	0	0	0	14	0	1	0	1	77	
4:20 PM	0	17	7	0	5	0	18	0	0	0	0	0	0	0	0	15	0	0	0	0	62	
4:25 PM	0	18	7	0	5	2	14	0	0	0	0	0	0	0	0	14	0	0	0	0	60	
4:30 PM	0	20	13	0	8	1	9	0	0	0	0	0	0	0	0	9	0	1	0	1	62	
4:35 PM	0	25	8	0	10	2	15	0	0	0	0	0	0	0	0	15	0	5	0	0	80	
4:40 PM	0	23	15	0	8	1	26	0	0	0	0	0	0	0	0	6	0	1	0	1	81	
4:45 PM	0	18	17	0	7	1	25	0	0	0	0	0	0	0	0	18	0	1	0	1	88	
4:50 PM	0	14	15	0	6	4	29	0	0	0	0	0	0	0	0	17	0	1	0	2	88	
4:55 PM	0	29	16	0	16	1	19	0	0	0	0	0	0	0	0	17	0	1	0	0	99	943
5:00 PM	0	25	13	0	10	5	15	0	0	0	0	0	0	0	0	25	0	0	0	1	94	958
5:05 PM	0	24	10	0	9	0	29	0	0	0	0	0	0	0	0	20	0	4	0	2	98	966
5:10 PM	0	24	7	0	17	1	19	0	0	0	0	0	0	0	0	26	0	1	0	0	95	984
5:15 PM	0	18	17	0	7	5	29	0	0	0	0	0	0	0	0	9	0	1	0	1	87	994
5:20 PM	0	25	11	0	12	1	11	0	0	0	0	0	0	0	0	20	0	0	0	0	80	1012
5:25 PM	0	22	26	0	9	2	21	0	0	0	0	0	0	0	0	14	0	0	0	1	95	1047
5:30 PM	0	23	16	0	8	1	20	0	0	0	0	0	0	0	0	18	0	0	0	0	86	1071
5:35 PM	0	24	13	0	4	0	26	0	0	0	0	0	0	0	0	19	0	2	0	1	89	1080
5:40 PM	0	19	12	0	10	3	17	0	0	0	0	0	0	0	0	21	0	1	0	0	83	1082
5:45 PM	0	23	14	0	13	3	22	0	0	0	0	0	0	0	0	12	0	1	0	1	89	1083
5:50 PM	0	19	13	0	17	1	27	0	0	0	0	0	0	0	0	22	0	0	0	1	100	1095
5:55 PM	0	23	17	0	13	0	30	0	0	0	0	0	0	0	0	18	0	0	0	1	102	1098
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	260	348	0	172	16	316	0	0	0	0	0	0	0	0	208	0	16	0	12	1348	
Heavy Trucks	0	0	0			0	12	0			0	0	0			0	0	0			12	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

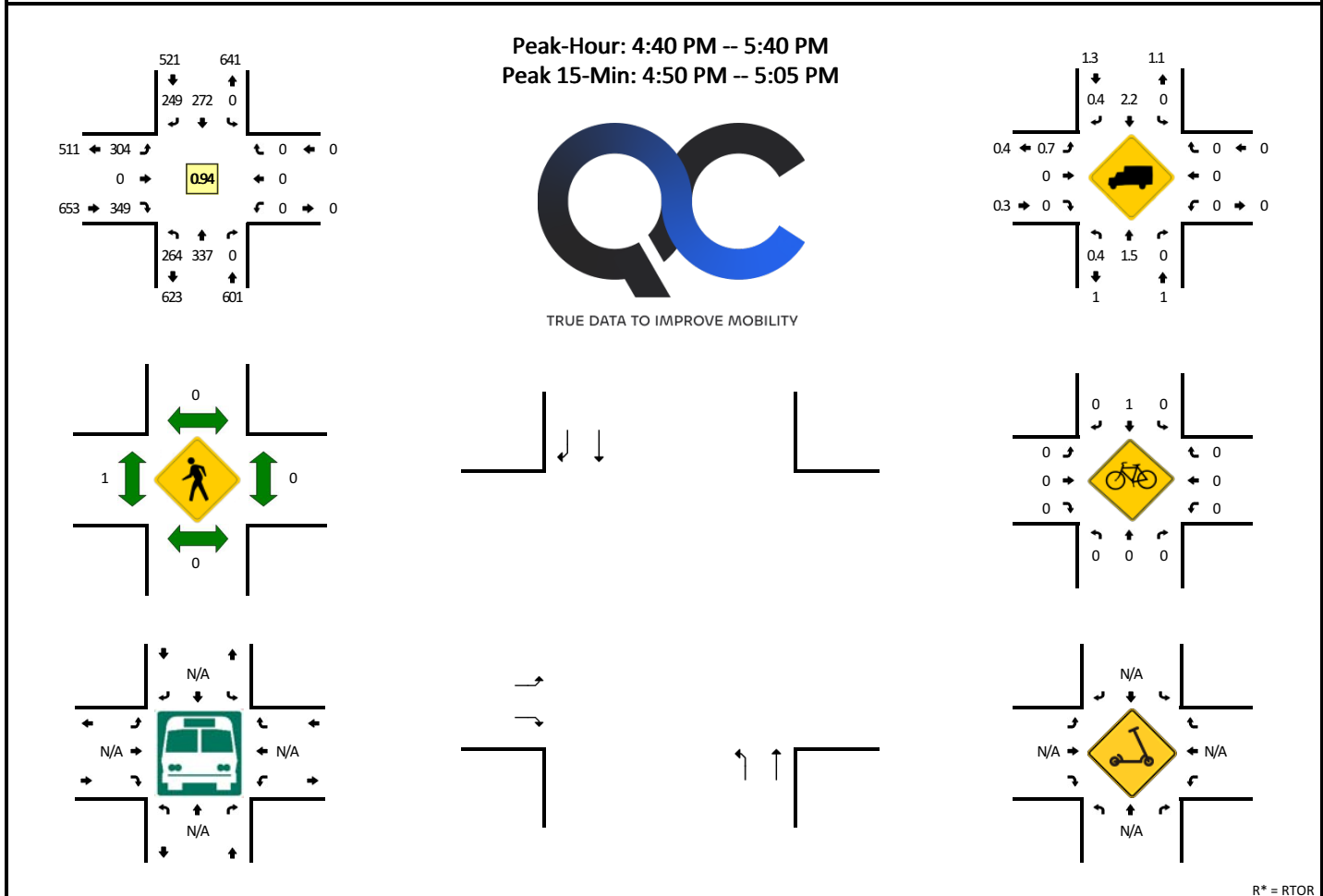
Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NW Lake Rd
CITY/STATE: Camas, WA**QC JOB #:** 16977022
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
7:00 AM	9	15	0	0	0	0	12	17	0	0	12	0	8	0	0	0	0	0	0	0	0	73	
7:05 AM	2	15	0	0	0	0	14	14	0	0	12	0	8	0	0	0	0	0	0	0	0	65	
7:10 AM	8	11	0	0	0	0	14	19	0	0	14	0	6	0	0	0	0	0	0	0	0	72	
7:15 AM	14	12	0	0	0	0	11	16	1	0	13	0	10	0	0	0	0	0	0	0	0	77	
7:20 AM	9	17	0	0	0	0	15	22	1	0	18	0	3	0	0	0	0	0	0	0	0	85	
7:25 AM	11	15	0	0	0	0	18	10	0	0	16	0	9	0	0	0	0	0	0	0	0	79	
7:30 AM	9	19	0	0	0	0	22	24	0	0	5	0	9	0	0	0	0	0	0	0	0	88	
7:35 AM	13	16	0	0	0	0	22	21	0	0	9	0	12	0	0	0	0	0	0	0	0	93	
7:40 AM	11	20	0	0	0	0	34	25	0	0	22	0	19	0	0	0	0	0	0	0	0	131	
7:45 AM	22	24	0	0	0	0	31	20	0	0	22	0	20	0	0	0	0	0	0	0	0	139	
7:50 AM	30	31	0	0	0	0	30	24	0	0	20	0	22	0	0	0	0	0	0	0	0	157	1214
7:55 AM	22	28	0	1	0	0	28	19	1	0	38	0	18	0	0	0	0	0	0	0	0	155	
8:00 AM	14	38	0	0	0	0	10	15	0	0	53	0	16	0	0	0	0	0	0	0	0	146	
8:05 AM	20	34	0	0	0	0	35	21	0	0	55	0	19	0	0	0	0	0	0	0	0	184	
8:10 AM	12	28	0	0	0	0	38	37	0	0	54	0	23	0	0	0	0	0	0	0	0	192	
8:15 AM	19	34	0	0	0	0	29	30	0	0	57	0	12	0	0	0	0	0	0	0	0	181	
8:20 AM	15	32	0	1	0	0	36	28	0	0	61	0	16	0	0	0	0	0	0	0	0	189	
8:25 AM	9	29	0	0	0	0	38	28	0	0	53	0	12	0	0	0	0	0	0	0	0	169	
8:30 AM	13	34	0	0	0	0	45	17	0	0	50	0	14	0	0	0	0	0	0	0	0	173	
8:35 AM	19	25	0	0	0	0	51	35	0	0	42	0	27	0	0	0	0	0	0	0	0	199	
8:40 AM	23	18	0	0	0	0	42	24	0	0	19	0	28	0	0	0	0	0	0	0	0	154	
8:45 AM	21	16	0	0	0	0	49	44	0	0	14	0	23	0	0	0	0	0	0	0	0	167	
8:50 AM	22	28	0	1	0	0	43	28	0	0	5	0	29	0	0	0	0	0	0	0	0	156	
8:55 AM	21	30	0	0	0	0	28	12	0	0	8	0	20	0	0	0	0	0	0	0	0	119	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	184	376	0	4	0	0	412	380	0	0	688	0	204	0	0	0	0	0	0	0	0	2248	
Heavy Trucks	12	28	0			0	20	12			40	0	4			0	0	0			0	116	
Buses		0					0					0					0					0	
Pedestrians	0	0	0			0	0	0			0	0	0			0	0	0				0	
Bicycles																							
Scoters																							

Comments:

Type of peak hour being reported: Intersection Peak

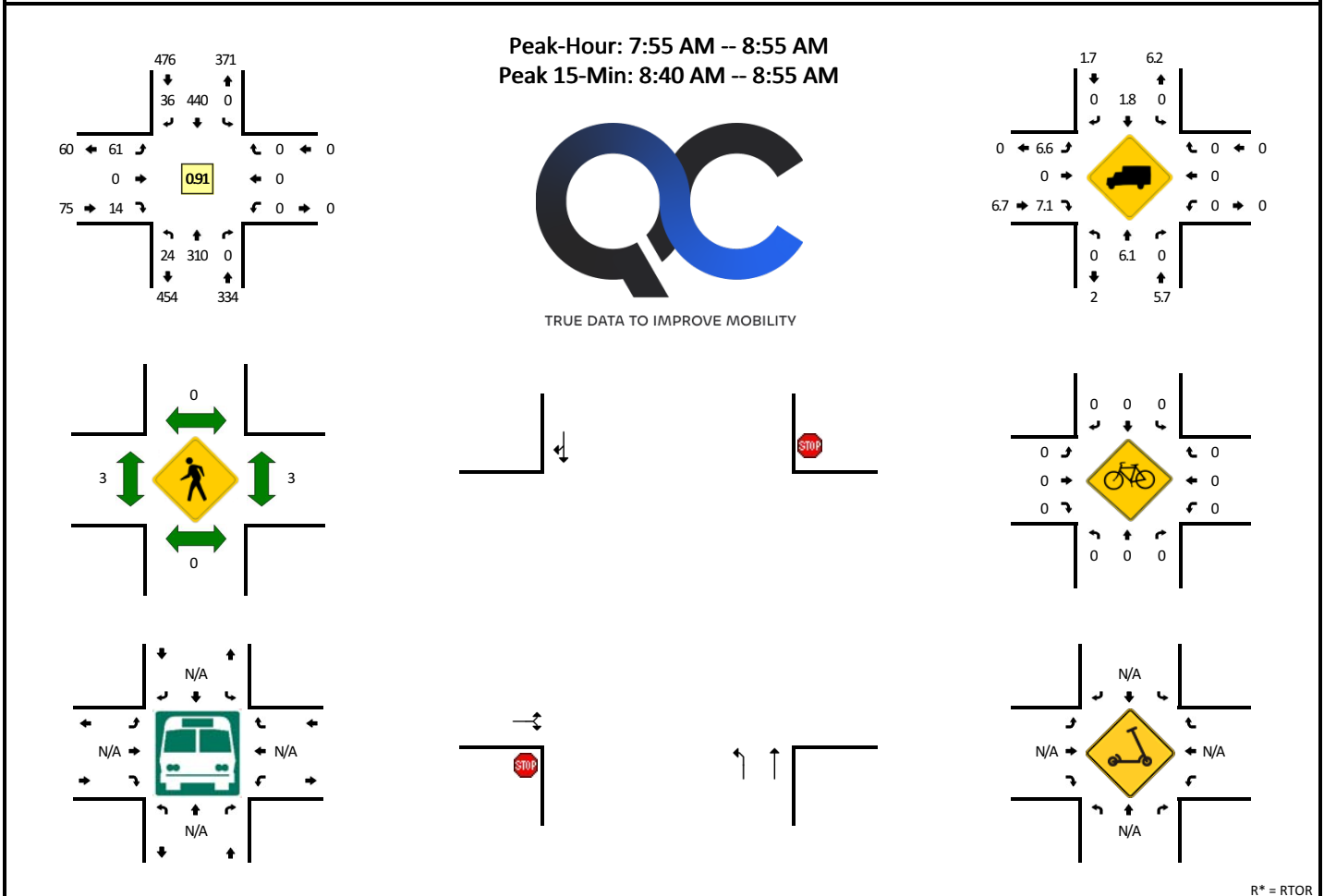
Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NW Lake Rd
CITY/STATE: Camas, WA**QC JOB #:** 16977023
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	20	29	0	0	0	0	23	17	0	0	9	0	24	0	0	0	0	0	0	0	122	
4:05 PM	23	30	0	0	0	0	29	18	0	0	16	0	35	0	0	0	0	0	0	0	151	
4:10 PM	17	28	0	1	0	0	28	13	0	0	20	0	24	0	0	0	0	0	0	0	131	
4:15 PM	25	18	0	0	0	0	29	14	0	0	17	0	29	0	0	0	0	0	0	0	132	
4:20 PM	25	24	0	0	0	0	23	15	0	0	14	0	23	0	0	0	0	0	0	0	124	
4:25 PM	26	21	0	0	0	0	18	12	0	0	8	0	28	0	0	0	0	0	0	0	113	
4:30 PM	27	28	0	0	0	0	14	8	0	0	28	0	23	0	0	0	0	0	0	0	128	
4:35 PM	22	25	0	0	0	0	17	15	0	0	21	0	28	0	0	0	0	0	0	0	128	
4:40 PM	28	25	0	0	0	0	24	16	0	0	21	0	28	0	0	0	0	0	0	0	142	
4:45 PM	19	27	0	0	0	0	21	23	0	0	21	0	26	0	0	0	0	0	0	0	137	
4:50 PM	24	25	0	0	0	0	21	21	0	0	30	0	43	0	0	0	0	0	0	0	164	
4:55 PM	16	32	0	0	0	0	29	17	0	0	28	0	30	0	0	0	0	0	0	0	152	1624
5:00 PM	16	40	0	0	0	0	20	25	0	0	25	0	30	0	0	0	0	0	0	0	156	1658
5:05 PM	32	27	0	0	0	0	23	20	0	0	20	0	26	0	0	0	0	0	0	0	148	1655
5:10 PM	22	37	0	0	0	0	28	23	0	0	19	0	29	0	0	0	0	0	0	0	158	1682
5:15 PM	19	19	0	0	0	0	27	19	0	0	24	0	35	0	0	0	0	0	0	0	143	1693
5:20 PM	21	28	0	1	0	0	10	18	0	0	41	0	31	0	0	0	0	0	0	0	150	1719
5:25 PM	27	23	0	0	0	0	20	20	0	0	27	0	29	0	0	0	0	0	0	0	146	1752
5:30 PM	17	35	0	1	0	0	24	21	0	0	29	0	23	0	0	0	0	0	0	0	150	1774
5:35 PM	21	19	0	0	0	0	25	26	0	0	19	0	19	0	0	0	0	0	0	0	129	1775
5:40 PM	17	24	0	0	0	0	20	18	0	0	33	0	22	0	0	0	0	0	0	0	134	1767
5:45 PM	8	24	0	0	0	0	27	14	0	0	30	0	21	0	0	0	0	0	0	0	124	1754
5:50 PM	20	24	0	1	0	0	25	25	0	0	34	0	32	0	0	0	0	0	0	0	161	1751
5:55 PM	15	35	0	0	0	0	30	18	0	0	20	0	29	0	0	0	0	0	0	0	147	1746
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	224	388	0	0	0	0	280	252	0	0	332	0	412	0	0	0	0	0	0	0	1888	
Heavy Trucks	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Type of peak hour being reported: Intersection Peak

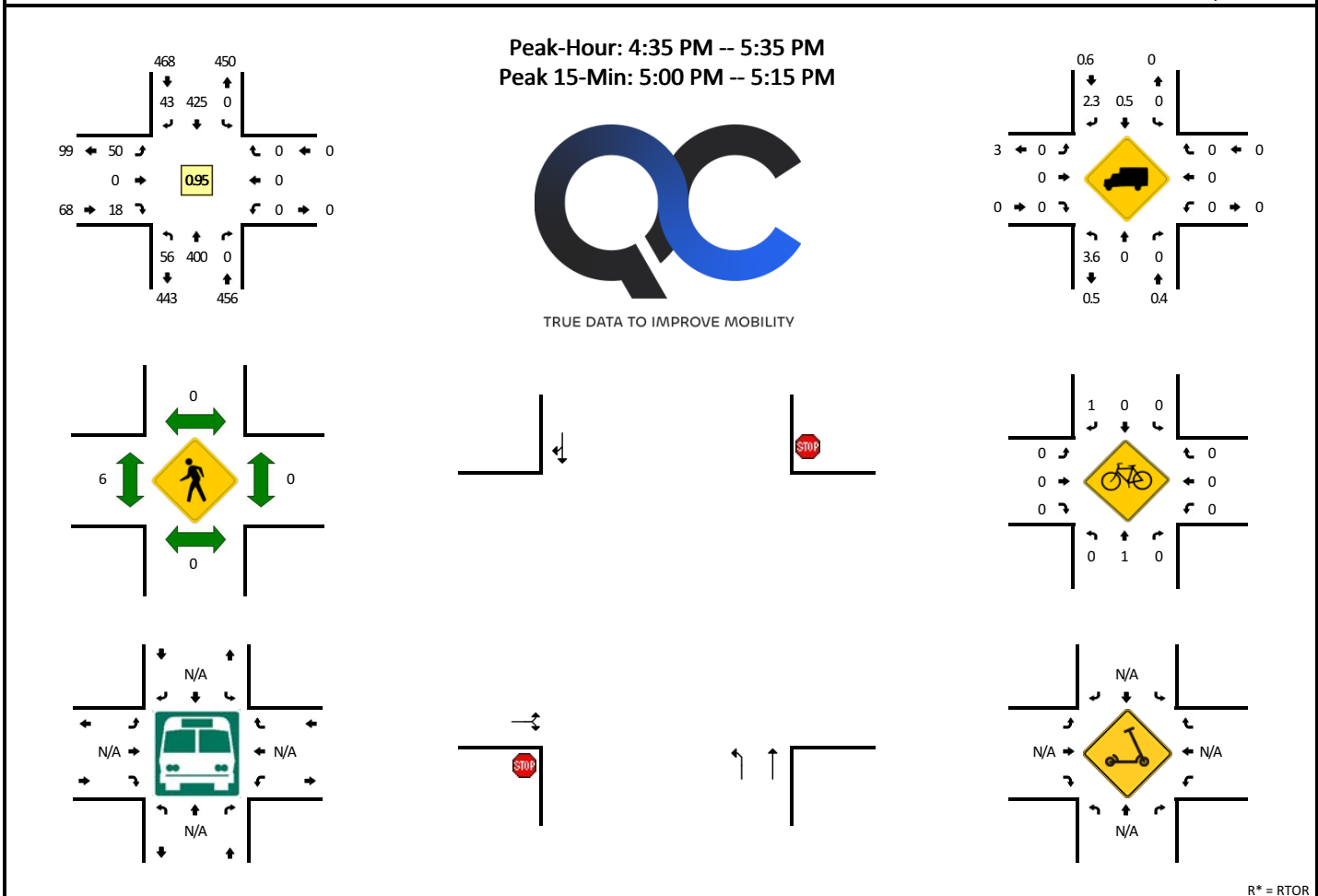
Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 17th Ave
CITY/STATE: Camas, WA**QC JOB #:** 16977024
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 17th Ave (Eastbound)					NE 17th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	13	0	0	0	0	16	1	0	0	4	0	3	0	0	0	0	0	0	0	39	
7:05 AM	1	8	0	0	0	0	14	2	0	0	5	0	0	0	0	0	0	0	0	0	30	
7:10 AM	0	13	0	0	0	0	14	1	0	0	3	0	0	0	0	0	0	0	0	0	31	
7:15 AM	1	15	0	0	0	0	12	2	0	0	4	0	0	0	0	0	0	0	0	0	34	
7:20 AM	0	14	0	0	0	0	9	5	0	0	5	0	1	0	0	0	0	0	0	0	34	
7:25 AM	0	15	0	0	0	0	12	3	0	0	4	0	1	0	0	0	0	0	0	0	35	
7:30 AM	1	10	0	0	0	0	16	4	0	0	1	0	0	0	0	0	0	0	0	0	32	
7:35 AM	0	21	0	0	0	0	18	3	0	0	7	0	3	0	0	0	0	0	0	0	52	
7:40 AM	0	12	0	0	0	0	20	1	0	0	3	0	1	0	0	0	0	0	0	0	37	
7:45 AM	4	34	0	0	0	0	30	7	0	0	5	0	4	0	0	0	0	0	0	0	84	
7:50 AM	4	28	0	0	0	0	22	7	0	0	5	0	0	0	0	0	0	0	0	0	66	
7:55 AM	6	17	0	0	0	0	36	4	0	0	11	0	1	0	0	0	0	0	0	0	75	549
8:00 AM	2	35	0	0	0	0	27	3	0	0	6	0	2	0	0	0	0	0	0	0	75	585
8:05 AM	1	25	0	0	0	0	26	1	0	0	8	0	0	0	0	0	0	0	0	0	61	616
8:10 AM	3	24	0	0	0	0	43	1	0	0	6	0	0	0	0	0	0	0	0	0	77	662
8:15 AM	1	26	0	0	0	0	31	4	0	0	6	0	0	0	0	0	0	0	0	0	68	696
8:20 AM	0	23	0	0	0	0	42	2	0	0	5	0	3	0	0	0	0	0	0	0	75	737
8:25 AM	0	16	0	0	0	0	31	3	0	0	8	0	1	0	0	0	0	0	0	0	59	761
8:30 AM	3	27	0	0	0	0	30	1	0	0	1	0	2	0	0	0	0	0	0	0	64	793
8:35 AM	3	31	0	0	0	0	46	5	0	0	2	0	0	0	0	0	0	0	0	0	87	828
8:40 AM	1	29	0	0	0	0	30	5	0	0	2	0	1	0	0	0	0	0	0	0	68	859
8:45 AM	1	27	0	0	0	0	38	4	0	0	4	0	2	0	0	0	0	0	0	0	76	851
8:50 AM	3	30	0	0	0	0	60	3	0	0	2	0	2	0	0	0	0	0	0	0	100	885
8:55 AM	2	32	0	0	0	0	35	2	0	0	1	0	0	0	0	0	0	0	0	0	72	882
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	20	344	0	0	0	0	512	48	0	0	32	0	20	0	0	0	0	0	0	0	976	
Heavy Trucks	0	12	0	0	0	0	16	0	0	0	4	0	0	0	0	0	0	0	0	0	32	
Buses																						
Pedestrians		0					0					4					8				12	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 17th Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977025**DATE:** Tue, Apr 8 2025

R* = RTOR

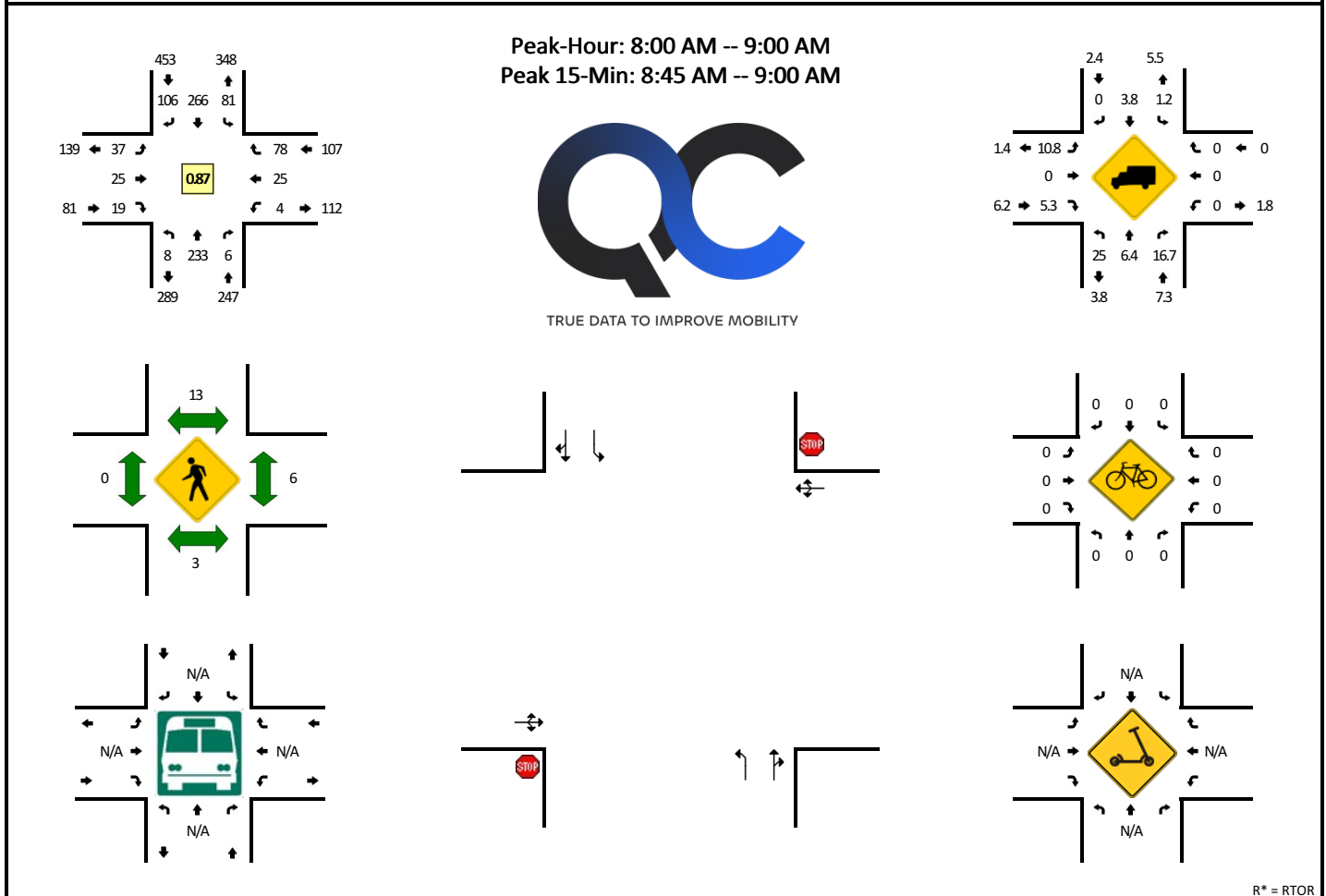
5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 17th Ave (Eastbound)					NE 17th Ave (Westbound)					Total	Hourly Totals		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*				
4:00 PM	4	26	0	0	0	0	29	2	0	0	5	0	1	0	0	0	0	0	0	0	0	67		
4:05 PM	7	26	0	0	0	0	47	4	0	0	4	0	2	0	0	0	0	0	0	0	0	90		
4:10 PM	5	36	0	0	0	0	29	3	0	0	6	0	1	0	0	0	0	0	0	0	0	80		
4:15 PM	3	30	0	0	0	0	38	2	0	0	2	0	4	0	0	0	0	0	0	0	0	79		
4:20 PM	4	25	0	0	0	0	35	5	0	0	2	0	4	0	0	0	0	0	0	0	0	75		
4:25 PM	4	23	0	0	0	0	36	2	0	0	2	0	3	0	0	0	0	0	0	0	0	70		
4:30 PM	4	25	0	0	0	0	27	2	0	0	4	0	2	0	0	0	0	0	0	0	0	64		
4:35 PM	3	36	0	0	0	0	35	2	0	0	3	0	1	0	0	0	0	0	0	0	0	80		
4:40 PM	4	30	0	0	0	0	35	1	0	0	2	0	1	0	0	0	0	0	0	0	0	73		
4:45 PM	3	31	0	0	0	0	33	3	0	0	4	0	4	0	0	0	0	0	0	0	0	78		
4:50 PM	3	36	0	0	0	0	36	2	0	0	3	0	4	0	0	0	0	0	0	0	0	84		
4:55 PM	7	30	0	0	0	0	37	4	0	0	2	0	1	0	0	0	0	0	0	0	0	81	921	
5:00 PM	3	42	0	0	0	0	30	5	0	0	7	0	2	0	0	0	0	0	0	0	0	89	943	
5:05 PM	4	39	0	0	0	0	36	3	0	0	7	0	0	0	0	0	0	0	0	0	0	89	942	
5:10 PM	9	33	0	0	0	0	34	3	0	0	2	0	1	0	0	0	0	0	0	0	0	82	944	
5:15 PM	5	25	0	0	0	0	44	4	0	0	3	0	0	0	0	0	0	0	0	0	0	81	946	
5:20 PM	1	37	0	0	0	0	40	8	0	0	6	0	2	0	0	0	0	0	0	0	0	94	965	
5:25 PM	7	27	0	0	0	0	37	5	0	0	8	0	0	0	0	0	0	0	0	0	0	84	979	
5:30 PM	7	34	0	0	0	0	28	3	0	0	3	0	2	0	0	0	0	0	0	0	0	77	992	
5:35 PM	5	29	0	0	0	0	29	6	0	0	5	0	1	0	0	0	0	0	0	0	0	75	987	
5:40 PM	5	25	0	0	0	0	33	2	0	0	6	0	3	0	0	0	0	0	0	0	0	74	988	
5:45 PM	9	20	0	0	0	0	31	8	0	0	4	0	1	0	0	0	0	0	0	0	0	73	983	
5:50 PM	2	34	0	0	0	0	37	6	0	0	2	0	0	0	0	0	0	0	0	0	0	81	980	
5:55 PM	5	29	0	0	0	0	23	7	0	0	4	0	0	0	0	0	0	0	0	0	0	68	967	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total			
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*				
All Vehicles	64	456	0	0	0	0	400	44	0	0	64	0	12	0	0	0	0	0	0	0	0	1040		
Heavy Trucks	0	0	0			0	0	4			0	0	0			0	0	0			4			
Buses																								
Pedestrians		0					0					8					0					8		
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4			
Scooters																								

Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 15th Ave
CITY/STATE: Camas, WA**QC JOB #:** 16977026
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 15th Ave (Eastbound)					NE 15th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	12	0	0	0	0	11	8	0	0	1	0	1	0	0	0	0	0	0	0	33	
7:05 AM	0	8	0	0	0	0	6	9	0	0	1	0	2	0	0	1	0	0	0	0	27	
7:10 AM	1	11	0	0	0	0	7	6	0	0	3	1	2	0	0	0	1	0	0	0	32	
7:15 AM	1	14	0	0	0	0	9	4	0	0	1	0	3	0	0	0	2	0	0	0	34	
7:20 AM	0	11	0	0	0	0	6	3	0	0	3	0	0	0	0	0	1	0	0	0	24	
7:25 AM	0	9	1	0	0	1	11	2	0	0	5	0	3	0	0	0	0	1	0	0	33	
7:30 AM	0	11	1	0	0	0	3	12	0	0	1	1	1	0	0	0	0	0	0	0	30	
7:35 AM	2	19	1	0	0	1	9	11	0	0	1	0	1	0	0	0	0	0	0	0	45	
7:40 AM	0	9	2	0	0	7	9	6	0	0	2	1	3	0	0	1	0	1	0	0	41	
7:45 AM	1	29	1	0	0	8	18	8	0	0	0	6	1	0	0	0	3	9	0	0	84	
7:50 AM	0	25	0	0	0	2	10	6	0	0	3	3	3	0	0	0	3	4	0	0	59	
7:55 AM	5	12	0	0	0	10	21	9	0	0	2	3	1	0	0	0	2	6	0	0	71	513
8:00 AM	1	20	0	0	0	6	20	2	0	0	13	1	1	0	0	0	5	5	0	0	74	554
8:05 AM	1	20	0	0	0	5	13	8	0	0	5	1	3	0	0	0	1	1	0	0	58	585
8:10 AM	0	23	0	0	0	3	27	9	0	0	2	0	1	0	0	1	0	1	0	0	67	620
8:15 AM	1	24	1	0	0	5	23	6	0	0	2	1	4	0	0	0	1	2	0	0	70	656
8:20 AM	3	20	1	0	0	3	26	13	0	0	1	0	1	0	0	0	1	2	0	0	71	703
8:25 AM	0	8	1	0	0	3	19	12	0	0	5	2	2	0	0	2	0	3	0	0	57	727
8:30 AM	0	26	0	0	0	7	15	7	0	0	2	5	2	0	0	0	0	4	0	0	68	765
8:35 AM	1	20	0	0	0	16	25	9	0	0	1	7	0	0	0	0	5	11	0	0	95	815
8:40 AM	0	15	1	0	0	13	14	8	0	0	1	3	1	0	0	1	3	14	0	0	74	848
8:45 AM	0	19	1	0	0	9	20	8	0	0	0	2	0	0	0	0	4	9	0	0	72	836
8:50 AM	0	21	1	0	0	10	41	12	0	0	3	2	1	0	0	0	3	11	0	0	105	882
8:55 AM	1	17	0	0	0	1	23	12	0	0	2	1	3	0	0	0	2	15	0	0	77	888
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	4	228	8	0	0	80	336	128	0	0	20	20	16	0	0	0	36	140	0	0	1016	
Heavy Trucks	0	16	4			0	16	0			4	0	0			0	0	0			40	
Buses																						
Pedestrians	0					20					0					20					40	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

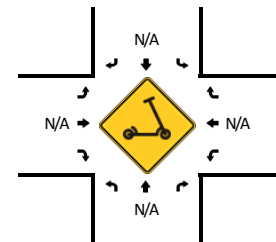
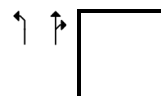
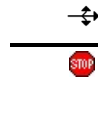
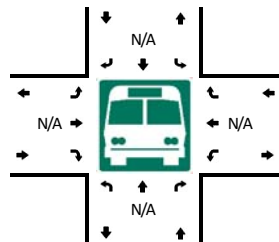
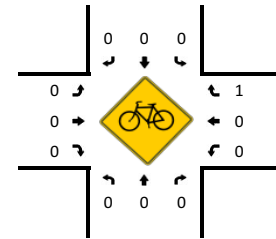
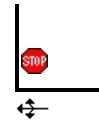
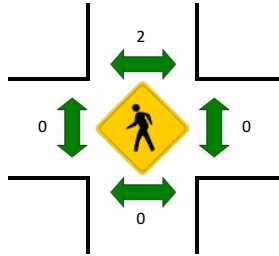
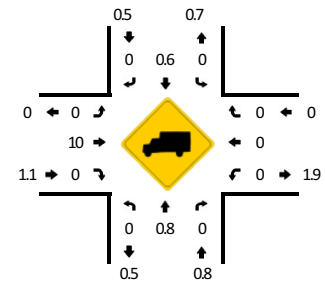
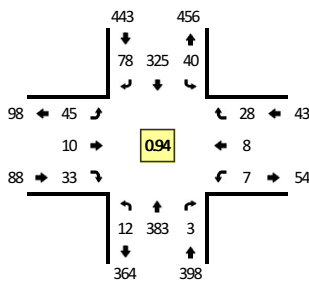
Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NE Everett St (SR 500) -- NE 15th Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977027**DATE:** Tue, Apr 8 2025

Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:50 PM -- 5:05 PM



R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 15th Ave (Eastbound)					NE 15th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	2	24	1	0	0	1	23	7	0	0	3	0	1	0	0	0	1	2	0	0	65	
4:05 PM	0	29	0	0	0	2	38	10	0	0	5	0	2	0	0	0	0	1	0	0	87	
4:10 PM	1	33	1	0	0	1	23	4	0	0	6	1	4	0	0	0	1	1	0	0	76	
4:15 PM	3	30	1	0	0	3	34	6	0	0	3	0	1	0	0	0	1	0	0	0	82	
4:20 PM	1	25	2	0	0	2	29	8	0	0	1	0	4	0	0	0	0	2	0	0	74	
4:25 PM	3	21	1	0	0	1	33	4	0	0	7	2	4	0	0	0	1	0	0	0	77	
4:30 PM	1	23	1	0	0	0	24	5	0	0	5	3	4	0	0	0	2	1	1	0	70	
4:35 PM	0	35	0	0	0	3	30	4	0	0	3	1	0	0	0	0	1	0	0	0	77	
4:40 PM	1	27	0	0	0	1	24	9	0	0	6	0	4	0	0	0	0	1	0	0	73	
4:45 PM	3	29	0	0	0	5	29	5	0	0	4	0	3	0	0	0	0	2	0	0	80	
4:50 PM	1	35	0	0	0	4	26	9	0	0	3	3	6	0	0	0	1	1	0	0	89	
4:55 PM	2	33	0	0	0	5	28	5	0	0	4	1	1	0	0	0	0	1	1	0	81	931
5:00 PM	0	36	0	0	0	3	25	5	0	0	8	3	4	0	0	0	2	1	1	0	88	954
5:05 PM	0	38	1	0	0	2	25	10	0	0	2	0	5	0	0	0	1	1	3	0	88	955
5:10 PM	1	31	1	0	0	1	26	7	0	0	3	0	1	0	0	0	2	7	0	0	80	959
5:15 PM	1	21	1	0	0	4	33	3	0	0	6	2	3	0	0	0	0	2	0	0	76	953
5:20 PM	1	32	0	0	0	6	31	10	0	0	0	0	2	0	0	0	1	8	1	0	92	971
5:25 PM	1	26	0	0	0	2	27	6	0	0	4	0	3	0	0	0	1	0	2	0	72	966
5:30 PM	1	40	0	0	0	4	21	5	0	0	2	0	1	0	0	0	0	1	1	0	76	972
5:35 PM	0	27	0	0	0	2	20	9	0	0	5	0	2	0	0	0	1	1	1	0	68	963
5:40 PM	0	23	0	0	0	2	25	9	0	0	7	1	3	0	0	0	0	0	0	0	70	960
5:45 PM	1	27	1	0	0	2	24	5	0	0	3	1	1	0	0	0	0	1	0	0	66	946
5:50 PM	3	29	1	0	0	6	23	8	0	0	6	2	2	0	0	0	0	1	0	0	81	938
5:55 PM	1	28	1	0	0	2	14	5	0	0	5	1	3	0	0	0	0	2	1	0	64	921
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	12	416	0	0	0	48	316	76	0	0	60	28	44	0	0	12	12	8	0	0	1032	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	4			4	
Scooters																						

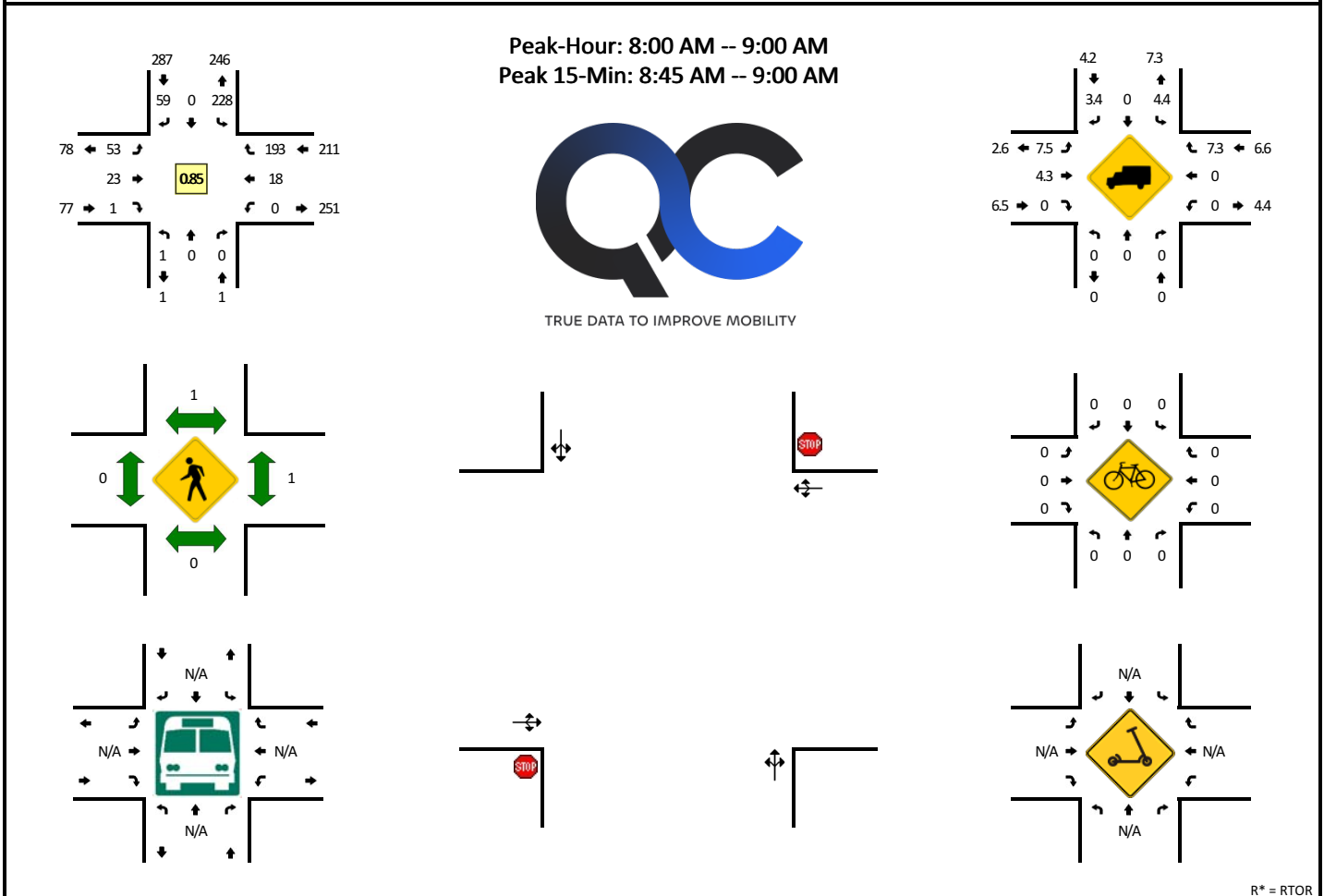
Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NE Everett St (SR 500) -- NE 14th Ave
CITY/STATE: Camas, WA

QC JOB #: 16977028
DATE: Tue, Apr 8 2025


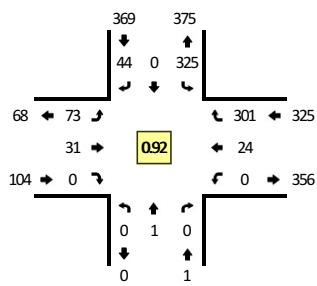
R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 14th Ave (Eastbound)					NE 14th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	8	0	1	0	0	2	1	0	0	0	0	0	9	0	0	21	
7:05 AM	0	0	0	0	0	5	0	3	0	0	1	1	0	0	0	0	0	6	0	0	16	
7:10 AM	0	0	0	0	0	9	0	1	0	0	2	3	0	0	0	0	0	9	0	0	24	
7:15 AM	0	0	0	0	0	9	0	2	0	0	3	1	0	0	0	0	2	13	0	0	30	
7:20 AM	0	0	0	0	0	5	0	1	0	0	2	0	1	0	0	0	2	7	0	0	18	
7:25 AM	0	0	0	0	0	12	0	2	0	0	3	1	0	0	0	0	0	8	0	0	26	
7:30 AM	0	0	0	0	0	4	0	0	0	0	1	1	0	0	0	0	1	11	0	0	18	
7:35 AM	0	0	0	0	0	10	0	1	0	0	4	3	0	0	0	0	0	16	0	0	34	
7:40 AM	0	0	0	0	0	9	0	2	0	0	1	4	0	0	0	0	1	11	0	0	28	
7:45 AM	0	0	0	0	0	14	0	3	0	0	5	1	0	0	0	0	0	23	0	0	46	
7:50 AM	0	0	0	0	0	10	0	4	0	0	6	4	0	0	0	0	3	20	0	0	47	
7:55 AM	0	0	0	0	0	17	0	4	0	0	3	1	0	0	0	0	1	15	0	0	41	349
8:00 AM	0	0	0	0	0	18	0	4	0	0	4	3	0	0	0	0	1	16	0	0	46	374
8:05 AM	0	0	0	0	0	14	0	2	0	0	4	1	0	0	0	0	0	17	0	0	38	396
8:10 AM	0	0	0	0	0	23	0	5	0	0	4	2	0	0	0	0	0	19	0	0	53	425
8:15 AM	0	0	0	0	0	21	0	5	0	0	8	1	0	0	0	0	0	18	0	0	53	448
8:20 AM	1	0	0	0	0	18	0	9	0	0	5	2	0	0	0	0	0	16	0	0	51	481
8:25 AM	0	0	0	0	0	16	0	8	0	0	3	0	0	0	0	0	0	6	0	0	33	488
8:30 AM	0	0	0	0	0	13	0	3	0	0	10	2	0	0	0	0	1	18	0	0	47	517
8:35 AM	0	0	0	0	0	20	0	5	0	0	2	1	0	0	0	0	3	17	0	0	48	531
8:40 AM	0	0	0	0	0	13	0	4	0	0	5	2	0	0	0	0	0	14	0	0	38	541
8:45 AM	0	0	0	0	0	14	0	4	0	0	2	3	1	0	0	0	2	17	0	0	43	538
8:50 AM	0	0	0	0	0	34	0	7	0	0	2	3	0	0	0	0	3	19	0	0	68	559
8:55 AM	0	0	0	0	0	24	0	3	0	0	4	3	0	0	0	0	8	16	0	0	58	576
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	288	0	56	0	0	32	36	4	0	0	0	52	208	0	0	676	
Heavy Trucks	0	0	0	0	0	16	0	0	0	0	0	4	0	0	0	0	0	12	0	0	32	
Buses																						
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																						

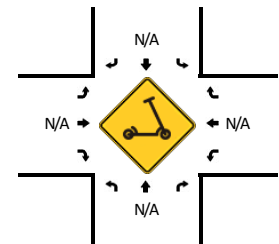
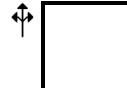
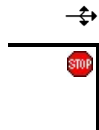
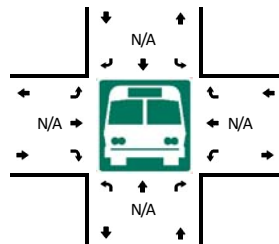
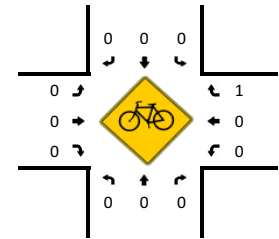
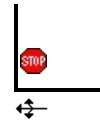
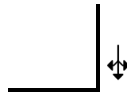
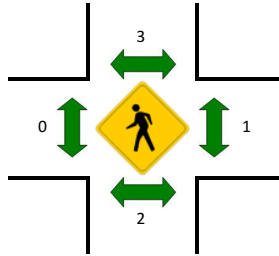
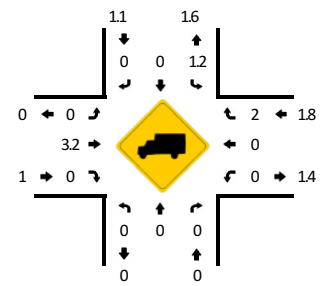
Comments:

LOCATION: NE Everett St (SR 500) -- NE 14th Ave
CITY/STATE: Camas, WA

QC JOB #: 16977029
DATE: Tue, Apr 8 2025



Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

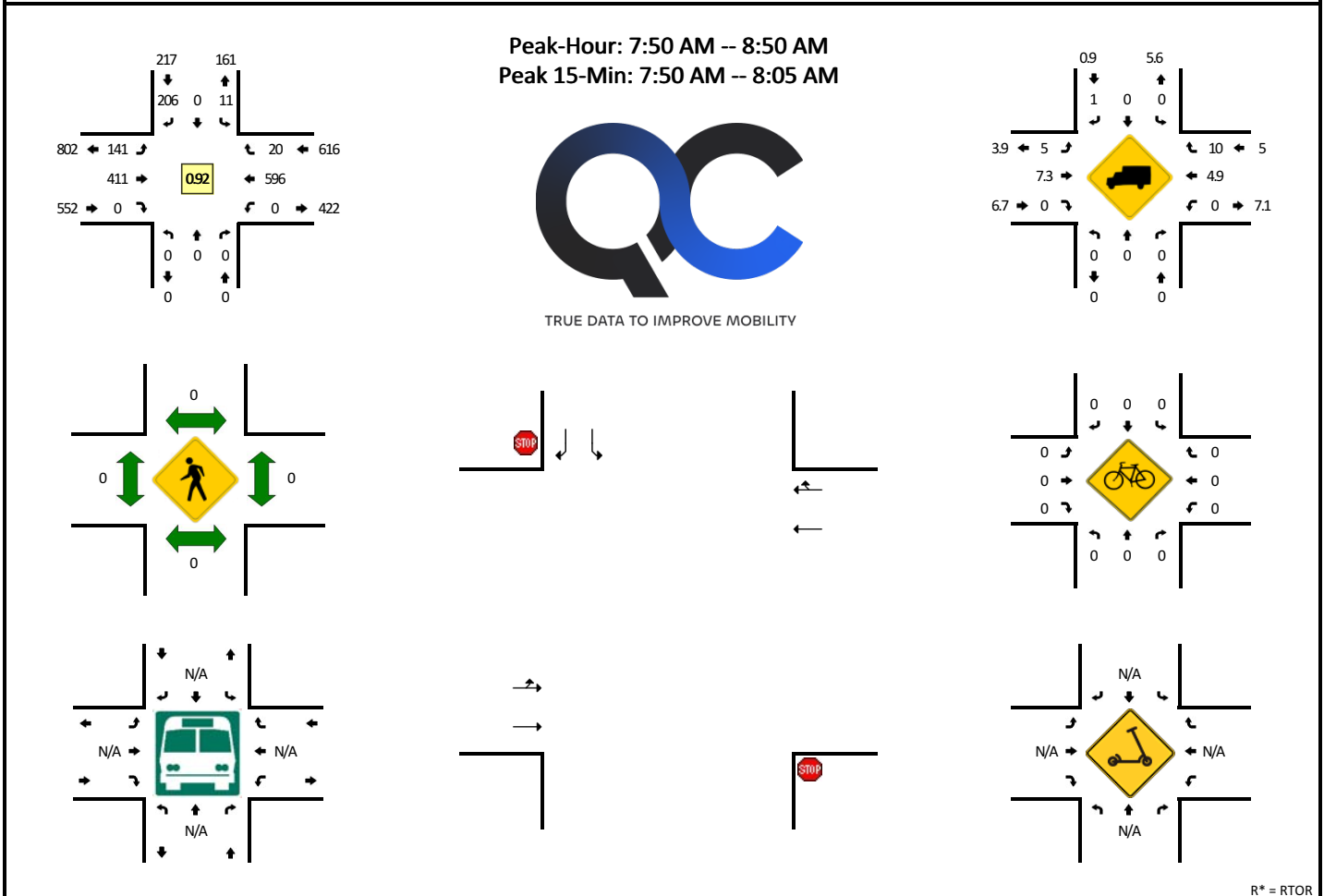

$$R^* = \text{RTOR}$$

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NE 14th Ave (Eastbound)					NE 14th Ave (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
4:00 PM	0	0	0	0	0	18	0	5	0	0	5	2	0	0	0	0	0	0	22	0	0	52	
4:05 PM	0	0	0	0	0	36	0	4	0	0	3	0	0	0	0	0	0	28	0	0	71		
4:10 PM	0	0	0	0	0	24	0	3	0	0	8	2	0	0	0	0	0	1	26	0	0	64	
4:15 PM	0	0	0	0	0	28	0	7	0	0	5	2	0	0	0	0	0	2	28	0	0	72	
4:20 PM	0	0	0	0	0	28	0	2	0	0	7	2	0	0	0	0	0	0	22	0	0	61	
4:25 PM	0	0	0	0	0	30	0	5	0	0	4	2	0	0	0	0	0	1	21	0	0	63	
4:30 PM	0	0	0	0	0	27	0	4	0	0	5	7	0	0	0	0	0	1	20	0	0	64	
4:35 PM	0	0	0	0	0	26	0	6	0	0	4	0	0	0	0	0	0	3	29	0	0	68	
4:40 PM	0	1	0	0	0	21	0	3	0	0	6	2	0	0	0	0	0	2	22	0	0	57	
4:45 PM	0	0	0	0	0	30	0	4	0	0	6	1	0	0	0	0	0	2	23	0	0	66	
4:50 PM	0	0	0	0	0	30	0	2	0	0	3	2	0	0	0	0	0	2	29	0	0	68	
4:55 PM	0	0	0	0	0	23	0	5	0	0	10	5	0	0	0	0	0	1	28	0	0	72	778
5:00 PM	0	0	0	0	0	30	0	1	0	0	10	2	0	0	0	0	0	3	21	0	0	67	793
5:05 PM	0	0	0	0	0	28	0	2	0	0	5	4	0	0	0	0	0	6	32	0	0	77	799
5:10 PM	0	0	0	0	0	20	0	3	0	0	9	3	0	0	0	0	0	1	24	0	0	60	795
5:15 PM	0	0	0	0	0	26	0	9	0	0	6	0	0	0	0	0	0	2	20	0	0	63	786
5:20 PM	0	1	0	0	0	28	0	6	0	0	10	2	0	0	0	0	0	1	21	0	0	69	794
5:25 PM	0	0	0	0	0	21	0	5	0	0	6	1	0	0	0	0	0	0	21	0	0	54	785
5:30 PM	0	0	0	0	0	22	0	2	0	0	12	1	0	0	0	0	0	1	26	0	0	64	785
5:35 PM	0	0	0	0	0	20	0	1	0	0	4	2	0	0	0	0	0	0	22	0	0	49	766
5:40 PM	0	0	0	0	0	25	0	2	0	0	1	4	0	0	0	0	0	0	22	0	0	54	763
5:45 PM	0	0	0	0	0	21	1	2	0	0	3	4	0	0	0	0	0	2	27	0	0	60	757
5:50 PM	0	0	0	0	0	20	0	2	0	0	7	4	0	0	0	0	0	1	24	0	0	58	747
5:55 PM	0	0	0	0	0	18	0	1	0	0	6	5	0	0	0	0	0	3	20	0	0	53	728
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	0	0	0	0	0	324	0	32	0	0	100	44	0	0	0	0	0	40	324	0	0	864	
Heavy Trucks	0	0	0			0	0	0			0	0	0				0	0	4			4	
Buses																							
Pedestrians		0					0					0						4				4	
Bicycles	0	0	0			0	0	0			0	0	0				0	0	0			0	
Scooters																							

Comments:

LOCATION: Division St -- NE 6th Ave
CITY/STATE: Camas, WA

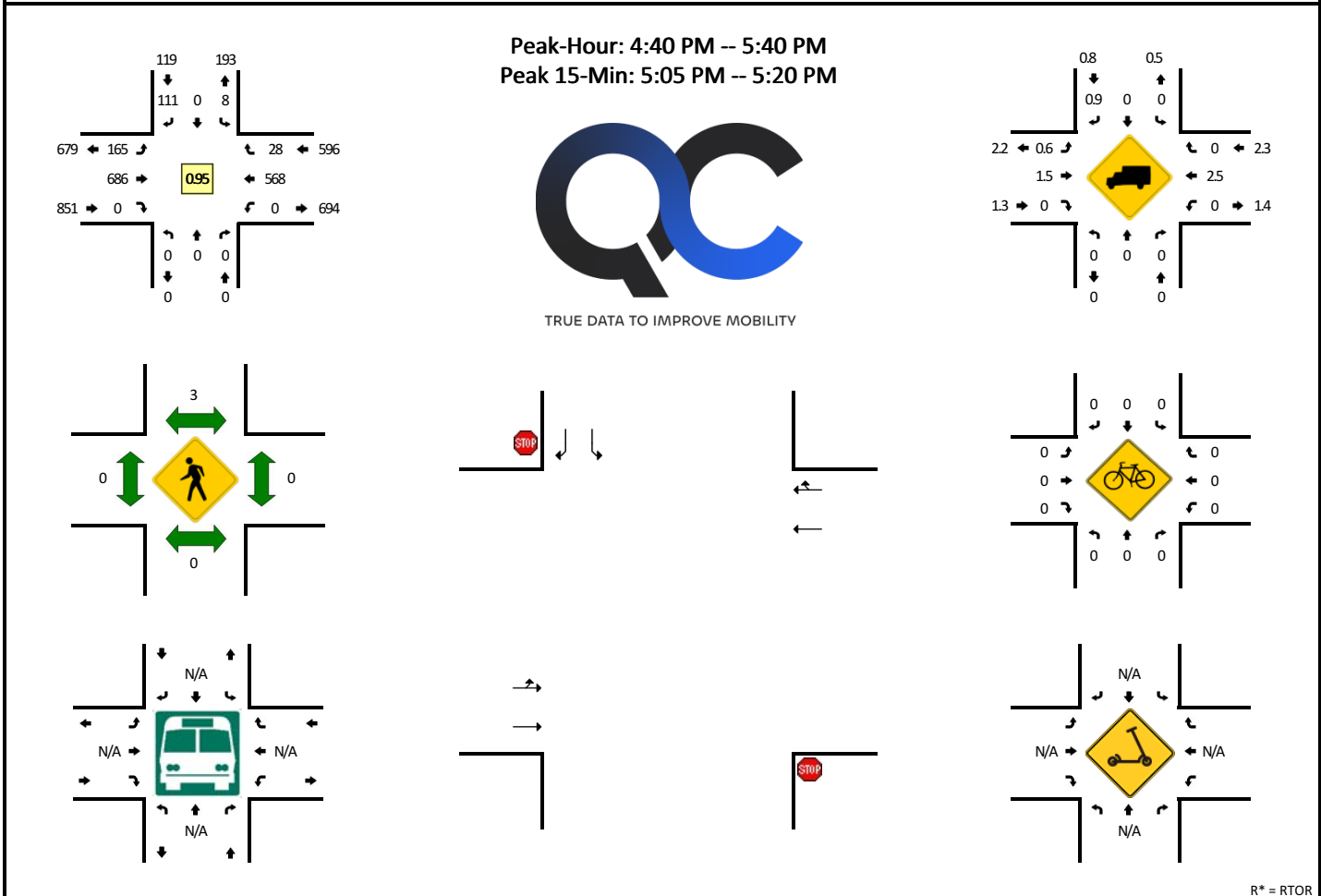
QC JOB #: 16977030
DATE: Tue, Apr 8 2025



5-Min Count Period Beginning At	Division St (Northbound)					Division St (Southbound)					NE 6th Ave (Eastbound)					NE 6th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	1	0	10	0	0	8	19	0	0	0	0	31	0	0	0	69	
7:05 AM	0	0	0	0	0	2	0	12	0	0	4	24	0	0	0	0	37	0	0	0	79	
7:10 AM	0	0	0	0	0	0	0	12	0	0	7	22	0	0	0	0	42	2	0	0	85	
7:15 AM	0	0	0	0	0	1	0	17	0	0	6	26	0	0	0	0	30	1	0	0	81	
7:20 AM	0	0	0	0	0	0	0	14	0	0	4	37	0	0	0	0	48	1	0	0	104	
7:25 AM	0	0	0	0	0	1	0	10	0	0	10	20	0	0	0	0	30	0	0	0	71	
7:30 AM	0	0	0	0	0	2	0	21	0	0	8	25	0	0	0	0	56	1	0	0	113	
7:35 AM	0	0	0	0	0	0	0	26	0	0	10	25	0	0	0	0	53	1	0	0	115	
7:40 AM	0	0	0	0	0	0	0	10	0	0	12	18	0	0	0	0	49	0	0	0	89	
7:45 AM	0	0	0	0	0	0	0	17	0	0	12	36	0	0	0	0	44	0	0	0	109	
7:50 AM	0	0	0	0	0	0	0	24	0	0	14	30	0	0	0	0	55	1	0	0	124	1178
7:55 AM	0	0	0	0	0	1	0	20	0	0	10	48	0	0	0	0	56	4	0	0	139	
8:00 AM	0	0	0	0	0	0	0	13	0	0	13	33	0	0	0	0	53	0	0	0	112	
8:05 AM	0	0	0	0	0	2	0	9	0	0	11	25	0	0	0	0	42	1	0	0	90	1232
8:10 AM	0	0	0	0	0	0	0	15	0	0	11	37	0	0	0	0	37	0	0	0	100	1247
8:15 AM	0	0	0	0	0	2	0	16	0	0	11	28	0	0	0	0	49	2	0	0	108	1274
8:20 AM	0	0	0	0	0	0	0	17	0	0	18	37	0	0	0	0	47	4	0	0	123	1293
8:25 AM	0	0	0	0	0	1	0	17	0	0	12	32	0	0	0	0	44	2	0	0	108	1330
8:30 AM	0	0	0	0	0	2	0	19	0	0	5	38	0	0	0	0	61	2	0	0	127	1344
8:35 AM	0	0	0	0	0	2	0	17	0	0	11	30	0	0	0	0	47	2	0	0	109	1338
8:40 AM	0	0	0	0	0	0	0	21	0	0	10	35	0	0	0	0	57	0	0	0	123	1372
8:45 AM	0	0	0	0	0	1	0	18	0	0	15	38	0	0	0	0	48	2	0	0	122	1385
8:50 AM	0	0	0	0	0	0	0	21	0	0	7	49	0	0	0	0	34	1	0	0	112	1373
8:55 AM	0	0	0	0	0	1	0	18	0	0	7	34	0	0	0	0	39	0	0	0	99	1333
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	4	0	228	0	0	148	444	0	0	0	0	656	20	0	0	1500	
Heavy Trucks	0	0	0			0	0	8			4	8	0			0	36	4			60	
Buses																						
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Type of peak hour being reported: Intersection Peak

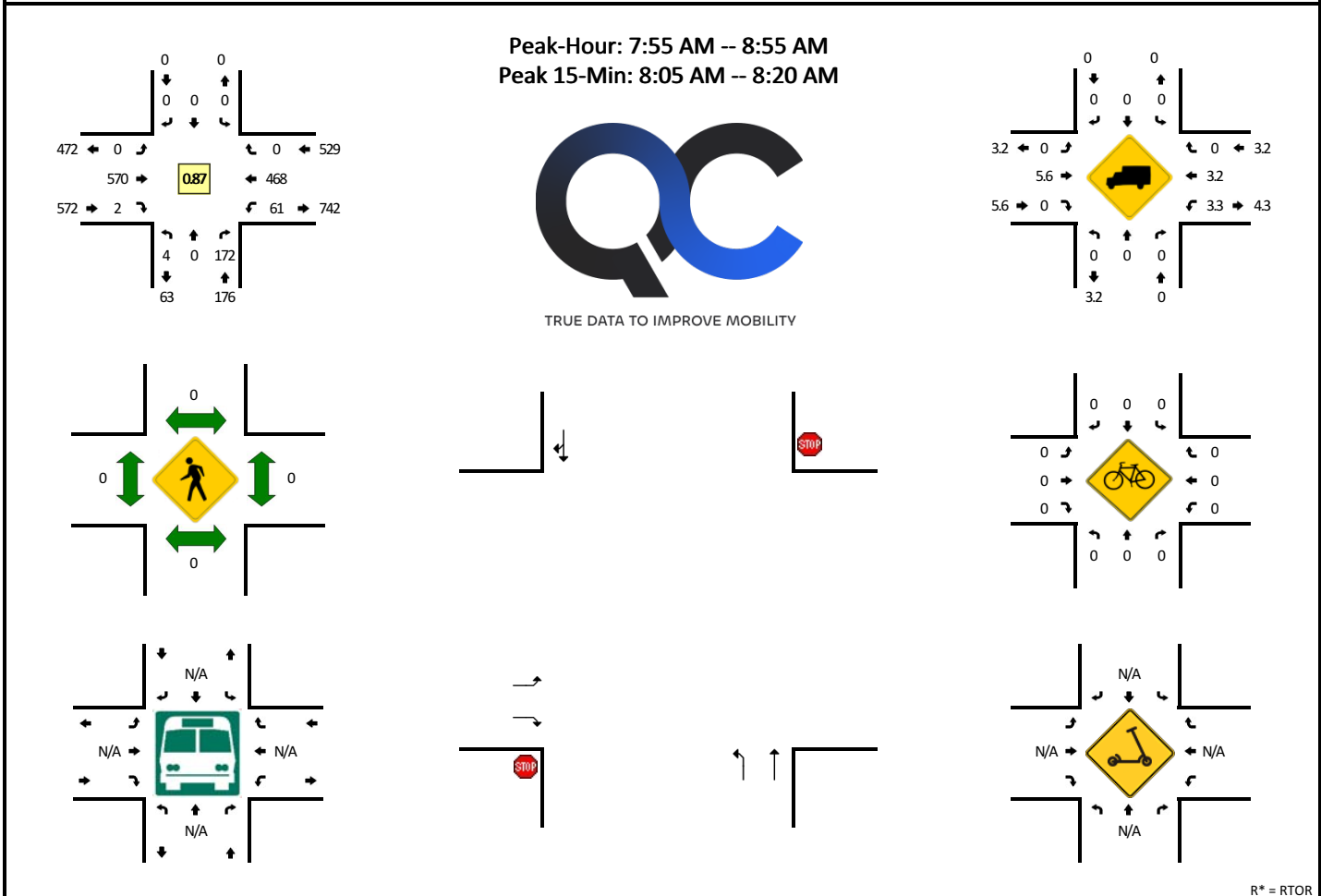
Method for determining peak hour: Total Entering Item 9.**LOCATION:** Division St -- NE 6th Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977031**DATE:** Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	Division St (Northbound)					Division St (Southbound)					NE 6th Ave (Eastbound)					NE 6th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	2	0	8	0	0	17	54	0	0	0	0	55	1	0	0	137	
4:05 PM	0	0	0	0	0	0	0	8	0	0	8	45	0	0	0	0	53	3	0	0	117	
4:10 PM	0	0	0	0	0	0	0	13	0	0	13	45	0	0	0	0	53	2	0	0	126	
4:15 PM	0	0	0	0	0	2	0	10	0	0	11	55	0	0	0	0	37	1	0	0	116	
4:20 PM	0	0	0	0	0	3	0	15	0	0	10	42	0	0	0	0	43	2	0	0	115	
4:25 PM	0	0	0	0	0	0	0	6	0	0	13	61	0	0	0	0	32	3	0	0	115	
4:30 PM	0	0	0	0	0	0	0	9	0	0	16	37	0	0	0	0	47	3	0	0	112	
4:35 PM	0	0	0	0	0	3	0	10	0	0	14	55	0	0	0	0	34	3	0	0	119	
4:40 PM	0	0	0	0	0	1	0	6	0	0	11	56	0	0	0	0	51	4	0	0	129	
4:45 PM	0	0	0	0	0	1	0	8	0	0	14	52	0	0	0	0	47	2	0	0	124	1479 1464
4:50 PM	0	0	0	0	0	0	0	11	0	0	16	61	0	0	0	0	52	2	0	0	142	
4:55 PM	0	0	0	0	0	0	0	8	0	0	10	60	0	0	0	0	48	1	0	0	127	
5:00 PM	0	0	0	0	0	1	0	12	0	0	15	52	0	0	0	0	39	3	0	0	122	
5:05 PM	0	0	0	0	0	0	0	7	0	0	13	61	0	0	0	0	59	2	0	0	142	
5:10 PM	0	0	0	0	0	0	0	13	0	0	13	60	0	0	0	0	51	0	0	0	137	1489
5:15 PM	0	0	0	0	0	1	0	5	0	0	17	59	0	0	0	0	47	3	0	0	132	1500
5:20 PM	0	0	0	0	0	1	0	12	0	0	13	48	0	0	0	0	54	6	0	0	134	1516
5:25 PM	0	0	0	0	0	0	0	8	0	0	10	62	0	0	0	0	40	2	0	0	122	1535
5:30 PM	0	0	0	0	0	1	0	12	0	0	15	57	0	0	0	0	37	1	0	0	123	1542
5:35 PM	0	0	0	0	0	2	0	9	0	0	18	58	0	0	0	0	43	2	0	0	123	1553
5:40 PM	0	0	0	0	0	0	0	15	0	0	10	51	0	0	0	0	29	0	0	0	105	1542
5:45 PM	0	0	0	0	0	1	0	7	0	0	15	56	0	0	0	0	42	3	0	0	124	1542
5:50 PM	0	0	0	0	0	1	0	7	0	0	23	74	0	0	0	0	47	5	0	0	157	1557
5:55 PM	0	0	0	0	0	4	0	18	0	0	7	51	0	0	0	0	41	2	0	0	123	1553
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	4	0	100	0	0	172	720	0	0	0	0	628	20	0	0	1644	
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	20	0			24	
Buses																						
Pedestrians		0					4					0					0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NW Lacamas Ln -- NW Lake Rd
CITY/STATE: Camas, WA**QC JOB #:** 16977032
DATE: Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	NW Lacamas Ln (Northbound)					NW Lacamas Ln (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	5	0	0	0	0	0	0	0	0	16	1	0	0	2	21	0	0	0	45	
7:05 AM	0	0	3	0	0	0	0	0	0	0	0	16	1	0	0	3	20	0	0	0	43	
7:10 AM	0	0	6	0	0	0	0	0	0	0	0	17	0	0	0	1	21	0	0	0	45	
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	5	27	0	0	0	47	
7:20 AM	0	0	12	0	0	0	0	0	0	0	0	16	0	0	0	2	26	0	0	0	56	
7:25 AM	0	0	6	0	0	0	0	0	0	0	0	12	0	0	0	1	25	0	0	0	44	
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	12	0	0	0	3	26	0	0	0	43	
7:35 AM	0	0	4	0	0	0	0	0	0	0	0	27	0	0	0	2	32	0	0	0	65	
7:40 AM	1	0	9	0	0	0	0	0	0	0	0	28	0	0	0	4	29	0	0	0	71	
7:45 AM	0	0	14	0	0	0	0	0	0	0	0	33	0	0	0	1	41	0	0	0	89	
7:50 AM	0	0	13	0	0	0	0	0	0	0	0	34	0	0	0	6	43	0	0	0	96	
7:55 AM	1	0	10	0	0	0	0	0	0	0	0	49	0	0	0	3	37	0	0	0	100	744
8:00 AM	0	0	26	0	0	0	0	0	0	0	0	44	0	0	0	2	21	0	0	0	93	792
8:05 AM	0	0	17	0	0	0	0	0	0	0	0	61	0	0	0	4	45	0	0	0	127	876
8:10 AM	0	0	23	0	0	0	0	0	0	0	0	62	0	0	0	4	42	0	0	0	131	962
8:15 AM	0	0	14	0	0	0	0	0	0	0	0	52	0	0	0	3	39	0	0	0	108	1023
8:20 AM	2	0	14	0	0	0	0	0	0	0	0	60	0	0	0	11	39	0	0	0	126	1093
8:25 AM	0	0	22	0	0	0	0	0	0	0	0	47	0	0	0	9	30	0	0	0	108	1157
8:30 AM	0	0	21	0	0	0	0	0	0	0	0	53	0	0	0	1	29	0	0	0	104	1218
8:35 AM	0	0	10	0	0	0	0	0	0	0	0	31	1	0	0	3	46	0	0	0	91	1244
8:40 AM	1	0	6	0	0	0	0	0	0	0	0	43	0	0	0	5	41	0	0	0	96	1269
8:45 AM	0	0	3	0	0	0	0	0	0	0	0	30	1	0	0	7	55	0	0	0	96	1276
8:50 AM	0	0	6	0	0	0	0	0	0	0	0	38	0	0	0	9	44	0	0	0	97	1277
8:55 AM	0	0	1	0	0	0	0	0	0	0	0	20	0	0	0	1	35	0	0	0	57	1234
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	216	0	0	0	0	0	0	0	0	700	0	0	0	44	504	0	0	0	1464	
Heavy Trucks	0	0	0			0	0	0			0	28	0			4	36	0			68	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

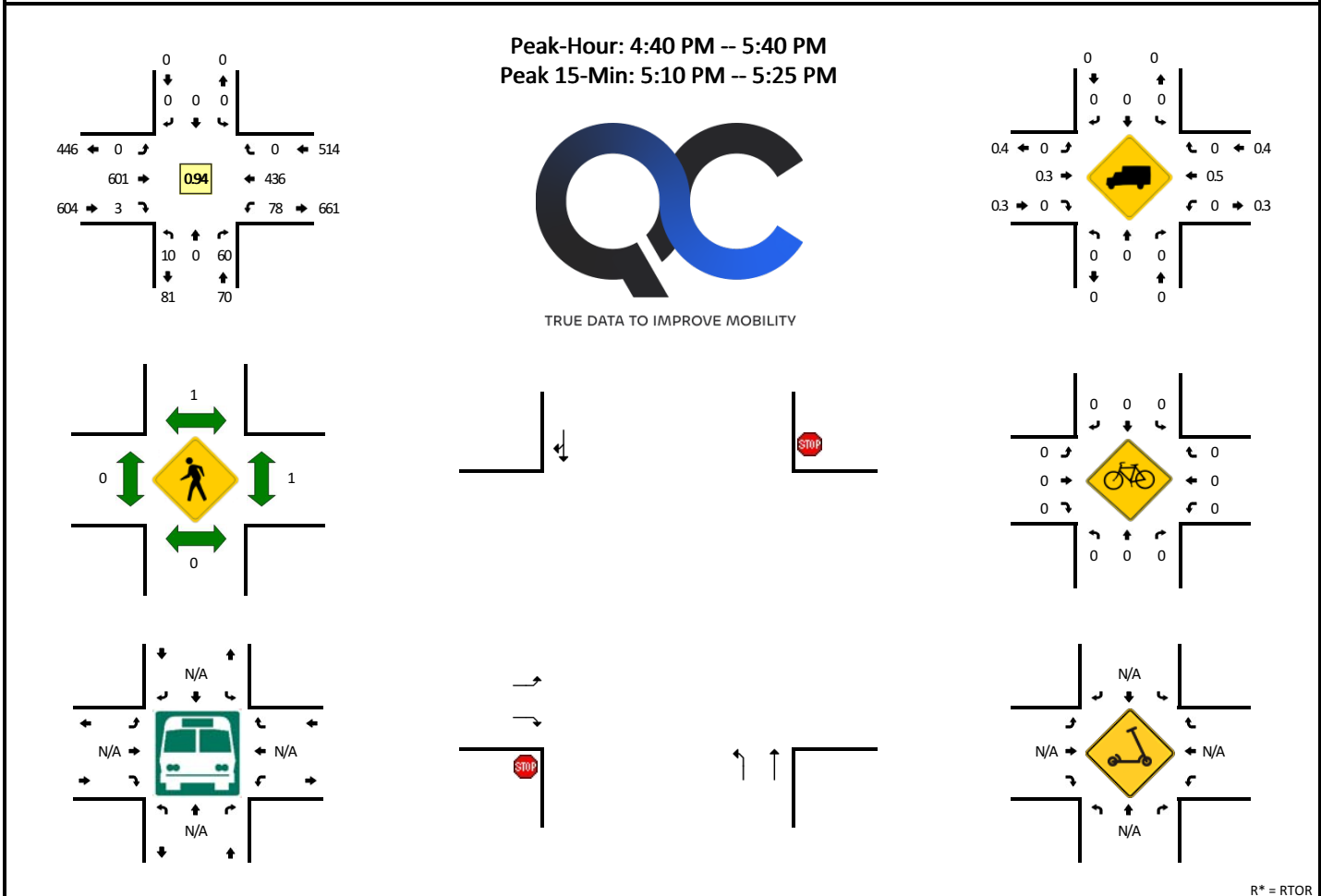
Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NW Lacamas Ln -- NW Lake Rd
CITY/STATE: Camas, WA

QC JOB #: 16977033
DATE: Tue, Apr 8 2025


R* = RTOR

5-Min Count Period Beginning At	NW Lacamas Ln (Northbound)					NW Lacamas Ln (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	39	0	0	0	4	36	0	0	0	81	
4:05 PM	0	0	2	0	0	0	0	0	0	0	0	51	1	0	0	3	31	0	0	0	88	
4:10 PM	0	0	1	0	0	0	0	0	0	0	0	41	0	0	0	4	33	0	0	0	79	
4:15 PM	1	0	4	0	0	0	0	0	0	0	0	41	0	0	0	6	30	0	0	0	82	
4:20 PM	1	0	2	0	0	0	0	0	0	0	0	41	0	0	0	6	31	0	0	0	81	
4:25 PM	0	0	4	0	0	0	0	0	0	0	0	27	1	0	0	2	32	0	0	0	66	
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	47	0	0	0	2	39	0	0	0	91	
4:35 PM	0	0	2	0	0	0	0	0	0	0	0	49	0	0	0	1	32	0	0	0	84	
4:40 PM	1	0	2	0	0	0	0	0	0	0	0	45	1	0	0	9	47	0	0	0	105	
4:45 PM	2	0	3	0	0	0	0	0	0	0	0	46	0	0	0	7	34	0	0	0	92	
4:50 PM	1	0	11	0	0	0	0	0	0	0	0	65	0	0	0	8	29	0	0	0	114	
4:55 PM	1	0	3	0	0	0	0	0	0	0	0	54	0	0	0	5	35	0	0	0	98	
5:00 PM	0	0	5	0	0	0	0	0	0	0	0	52	0	0	0	6	33	0	0	0	96	
5:05 PM	1	0	3	0	0	0	0	0	0	0	0	33	0	0	0	4	55	0	0	0	96	
5:10 PM	1	0	4	0	0	0	0	0	0	0	0	55	1	0	0	6	36	0	0	0	103	
5:15 PM	0	0	6	0	0	0	0	0	0	0	0	53	1	0	0	6	32	0	0	0	98	
5:20 PM	0	0	9	0	0	0	0	0	0	0	0	63	0	0	0	8	34	0	0	0	114	
5:25 PM	0	0	5	0	0	0	0	0	0	0	0	47	0	0	0	5	38	0	0	0	95	1186
5:30 PM	2	0	2	0	0	0	0	0	0	0	0	51	0	0	0	5	27	0	0	0	87	1182
5:35 PM	1	0	7	0	0	0	0	0	0	0	0	37	0	0	0	9	36	0	0	0	90	1188
5:40 PM	0	0	1	0	0	0	0	0	0	0	0	56	1	0	0	6	33	0	0	0	97	1180
5:45 PM	0	0	7	0	0	0	0	0	0	0	0	47	0	0	0	5	22	0	0	0	81	1169
5:50 PM	1	0	14	0	0	0	0	0	0	0	0	52	1	0	0	4	33	0	0	0	105	1160
5:55 PM	0	0	7	0	0	0	0	0	0	0	0	45	2	0	0	5	38	0	0	0	97	1159
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	4	0	76	0	0	0	0	0	0	0	0	684	8	0	0	80	408	0	0	0	1260	
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	0	0			4	
Buses																						
Pedestrians		0					4					0					4				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

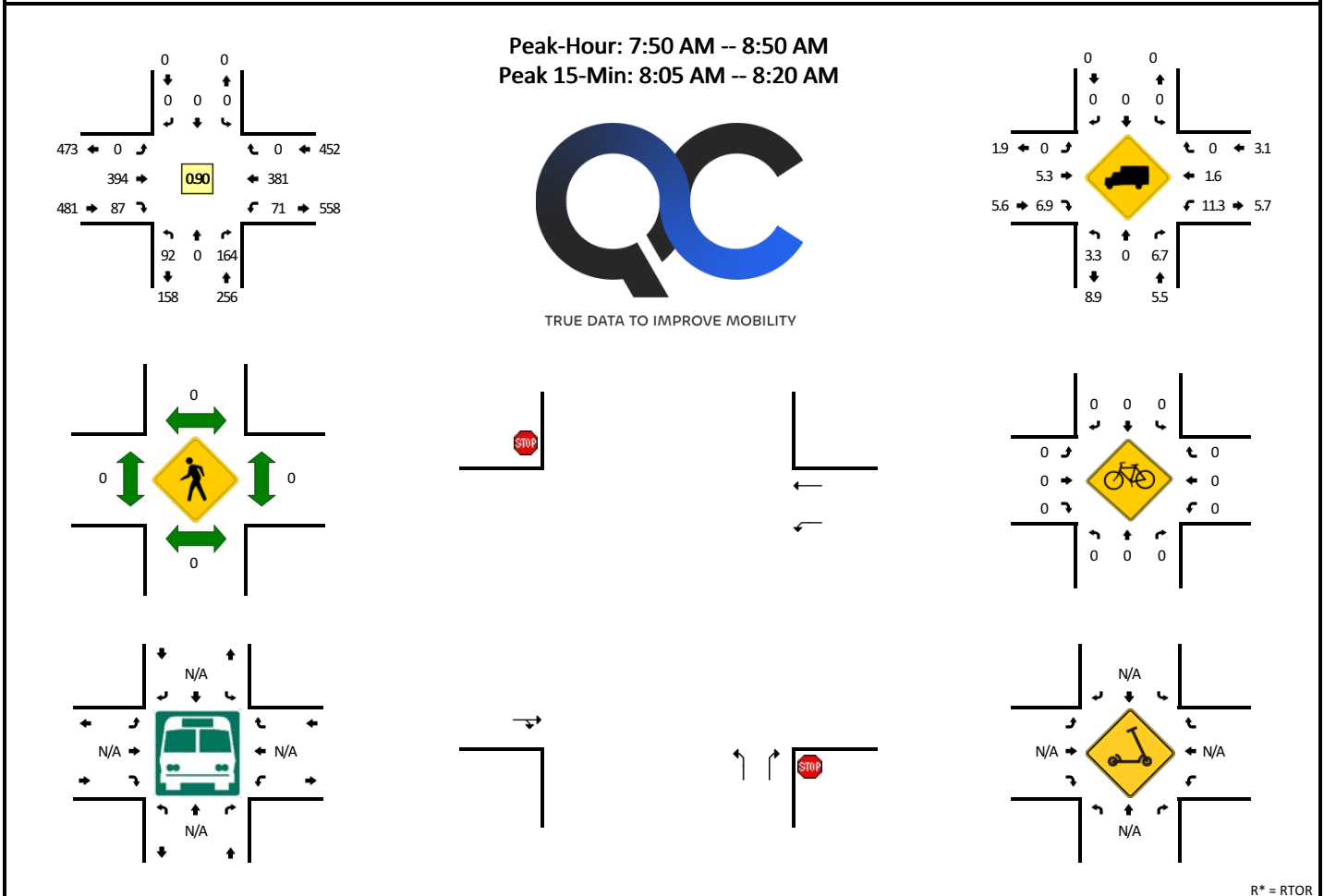
Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NW Sierra St -- NW Lake Rd
CITY/STATE: Camas, WA

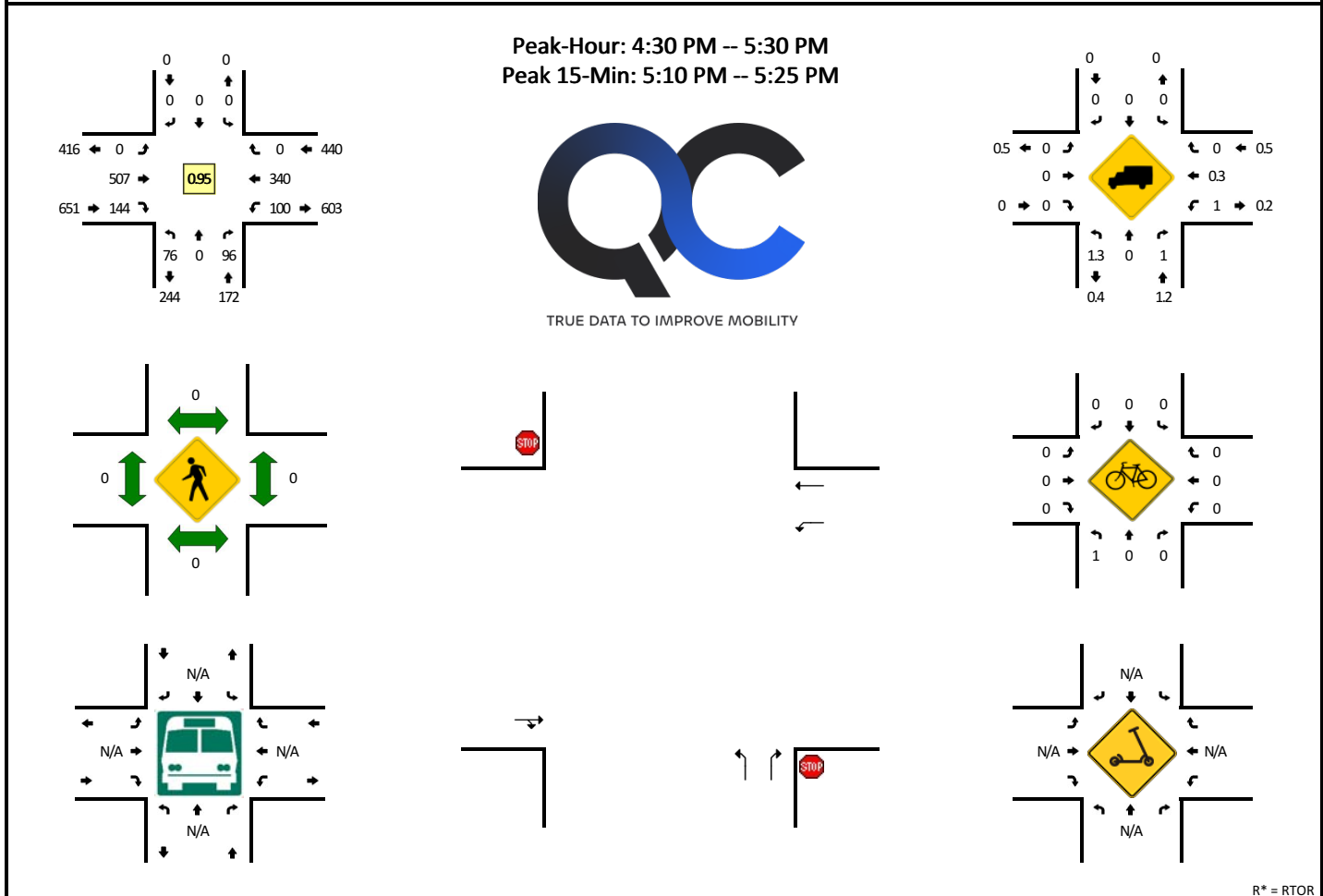
QC JOB #: 16977034
DATE: Tue, Apr 8 2025


R* = RTOR

5-Min Count Period Beginning At	NW Sierra St (Northbound)					NW Sierra St (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	0	4	0	0	0	0	0	0	0	0	16	3	0	0	3	13	0	0	0	41	
7:05 AM	9	0	5	0	0	0	0	0	0	0	0	9	5	0	0	0	25	0	0	0	53	
7:10 AM	7	0	4	0	0	0	0	0	0	0	0	9	4	0	0	3	22	0	0	0	49	
7:15 AM	5	0	3	0	0	0	0	0	0	0	0	14	2	0	0	2	16	0	0	0	42	
7:20 AM	3	0	2	0	0	0	0	0	0	0	0	15	9	0	0	3	23	0	0	0	55	
7:25 AM	3	0	3	0	0	0	0	0	0	0	0	8	2	0	0	4	24	0	0	0	44	
7:30 AM	6	0	3	0	0	0	0	0	0	0	0	7	5	0	0	3	22	0	0	0	46	
7:35 AM	4	0	4	0	0	0	0	0	0	0	0	23	7	0	0	4	22	0	0	0	64	
7:40 AM	9	0	7	0	0	0	0	0	0	0	0	25	6	0	0	4	32	0	0	0	83	
7:45 AM	9	0	7	0	0	0	0	0	0	0	0	16	3	0	0	2	33	0	0	0	70	
7:50 AM	9	0	12	0	0	0	0	0	0	0	0	28	8	0	0	4	42	0	0	0	103	
7:55 AM	10	0	13	0	0	0	0	0	0	0	0	32	4	0	0	8	34	0	0	0	101	751
8:00 AM	11	0	15	0	0	0	0	0	0	0	0	35	7	0	0	3	11	0	0	0	82	792
8:05 AM	8	0	17	0	0	0	0	0	0	0	0	46	8	0	0	10	26	0	0	0	115	854
8:10 AM	8	0	9	0	0	0	0	0	0	0	0	48	8	0	0	3	29	0	0	0	105	910
8:15 AM	8	0	20	0	0	0	0	0	0	0	0	35	3	0	0	5	39	0	0	0	110	978
8:20 AM	5	0	17	0	0	0	0	0	0	0	0	32	6	0	0	5	31	0	0	0	96	1019
8:25 AM	8	0	17	0	0	0	0	0	0	0	0	26	6	0	0	7	28	0	0	0	92	1067
8:30 AM	8	0	16	0	0	0	0	0	0	0	0	32	4	0	0	5	28	0	0	0	93	1114
8:35 AM	5	0	10	0	0	0	0	0	0	0	0	23	9	0	0	5	36	0	0	0	88	1138
8:40 AM	6	0	7	0	0	0	0	0	0	0	0	33	10	0	0	2	43	0	0	0	101	1156
8:45 AM	6	0	11	0	0	0	0	0	0	0	0	24	14	0	0	14	34	0	0	0	103	1189
8:50 AM	8	0	9	0	0	0	0	0	0	0	0	27	9	0	0	15	33	0	0	0	101	1187
8:55 AM	6	0	3	0	0	0	0	0	0	0	0	15	11	0	0	4	33	0	0	0	72	1158
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	96	0	184	0	0	0	0	0	0	0	0	516	76	0	0	72	376	0	0	0	1320	
Heavy Trucks	0	0	20	0	0	0	0	0	0	0	0	20	4	0	0	24	4	0	0	0	72	
Buses																						
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NW Sierra St -- NW Lake Rd**CITY/STATE:** Camas, WA**QC JOB #:** 16977035**DATE:** Tue, Apr 8 2025

R* = RTOR

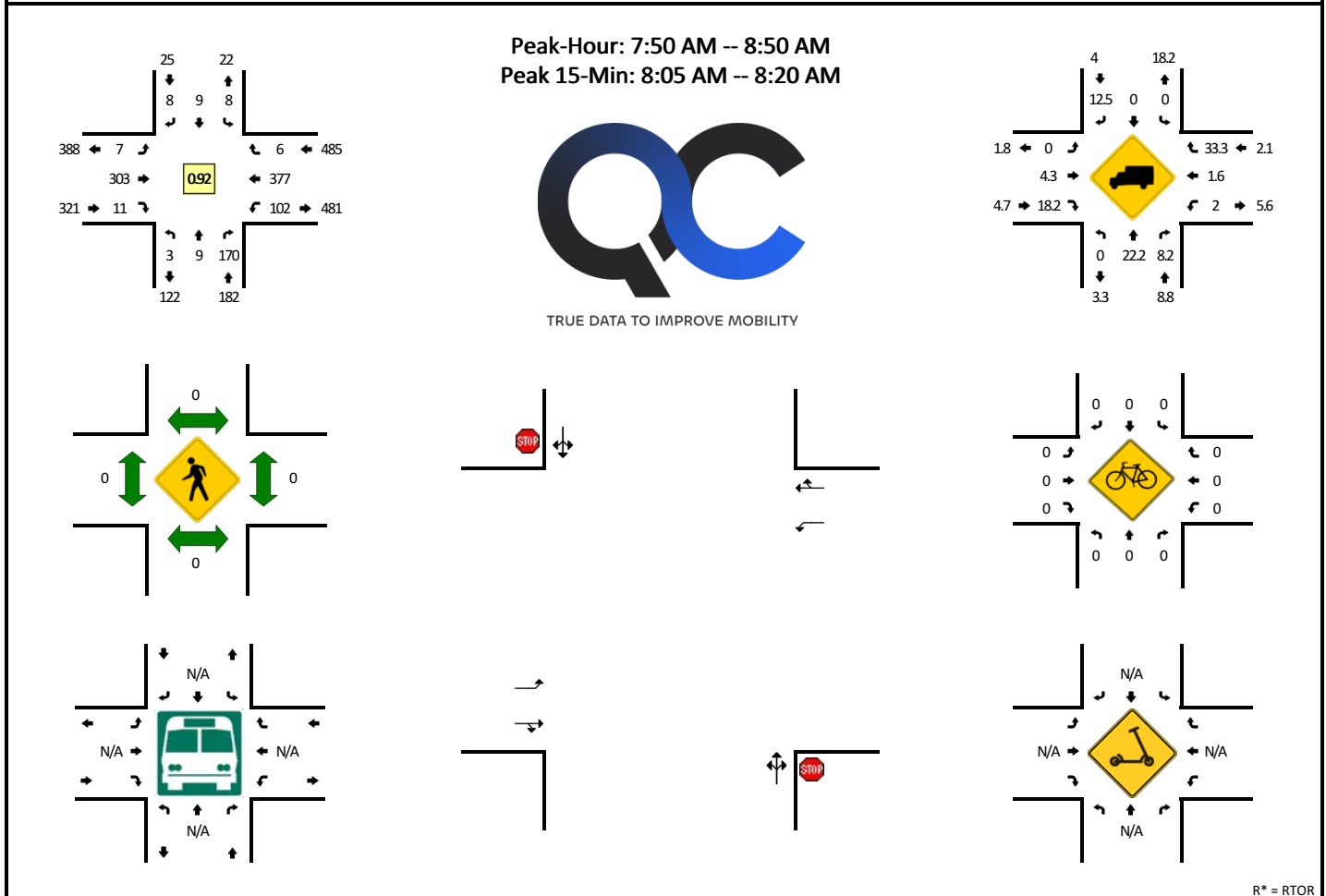
5-Min Count Period Beginning At	NW Sierra St (Northbound)					NW Sierra St (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	10	0	10	0	0	0	0	0	0	0	0	40	11	0	0	9	20	0	0	0	100	
4:05 PM	10	0	3	0	0	0	0	0	0	0	0	31	14	0	0	8	26	0	0	0	92	
4:10 PM	8	0	6	0	0	0	0	0	0	0	0	49	12	0	0	5	26	0	0	0	106	
4:15 PM	7	0	6	0	0	0	0	0	0	0	0	31	6	0	0	2	27	0	0	0	79	
4:20 PM	6	0	5	0	0	0	0	0	0	0	0	33	5	0	0	11	24	0	0	0	84	
4:25 PM	3	0	6	0	0	0	0	0	0	0	0	30	7	0	0	6	28	0	0	0	80	
4:30 PM	9	0	3	0	0	0	0	0	0	0	0	34	13	0	0	9	23	0	0	0	91	1173 1163 1177
4:35 PM	7	0	8	0	0	0	0	0	0	0	0	44	10	0	0	2	34	0	0	0	105	
4:40 PM	11	0	8	0	0	0	0	0	0	0	0	35	13	0	0	13	29	0	0	0	109	
4:45 PM	5	0	6	0	0	0	0	0	0	0	0	48	22	0	0	1	35	0	0	0	117	
4:50 PM	6	0	14	0	0	0	0	0	0	0	0	44	9	0	0	5	26	0	0	0	104	
4:55 PM	6	0	8	0	0	0	0	0	0	0	0	44	6	0	0	13	29	0	0	0	106	
5:00 PM	7	0	10	0	0	0	0	0	0	0	0	43	7	0	0	4	19	0	0	0	90	
5:05 PM	6	0	6	0	0	0	0	0	0	0	0	33	12	0	0	12	37	0	0	0	106	
5:10 PM	5	0	7	0	0	0	0	0	0	0	0	46	13	0	0	13	26	0	0	0	110	1181
5:15 PM	7	0	9	0	0	0	0	0	0	0	0	47	12	0	0	12	29	0	0	0	116	1218
5:20 PM	5	0	10	0	0	0	0	0	0	0	0	53	14	0	0	8	18	0	0	0	108	1242
5:25 PM	2	0	7	0	0	0	0	0	0	0	0	36	13	0	0	8	35	0	0	0	101	1263
5:30 PM	5	0	7	0	0	0	0	0	0	0	0	38	14	0	0	4	23	0	0	0	91	1263
5:35 PM	5	0	12	0	0	0	0	0	0	0	0	34	12	0	0	6	27	0	0	0	96	1254
5:40 PM	8	0	13	0	0	0	0	0	0	0	0	35	11	0	0	5	31	0	0	0	103	1248
5:45 PM	8	0	7	0	0	0	0	0	0	0	0	45	11	0	0	7	18	0	0	0	96	1227
5:50 PM	6	0	6	0	0	0	0	0	0	0	0	45	7	0	0	5	20	0	0	0	89	1212
5:55 PM	12	0	8	0	0	0	0	0	0	0	0	38	9	0	0	6	33	0	0	0	106	1212
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	68	0	104	0	0	0	0	0	0	0	0	584	156	0	0	132	292	0	0	0	1336	
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0	
Buses																						
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NW Leadbetter Dr -- NW Lake Rd
CITY/STATE: Camas, WA**QC JOB #:** 16977036
DATE: Tue, Apr 8 2025

R* = RTOR

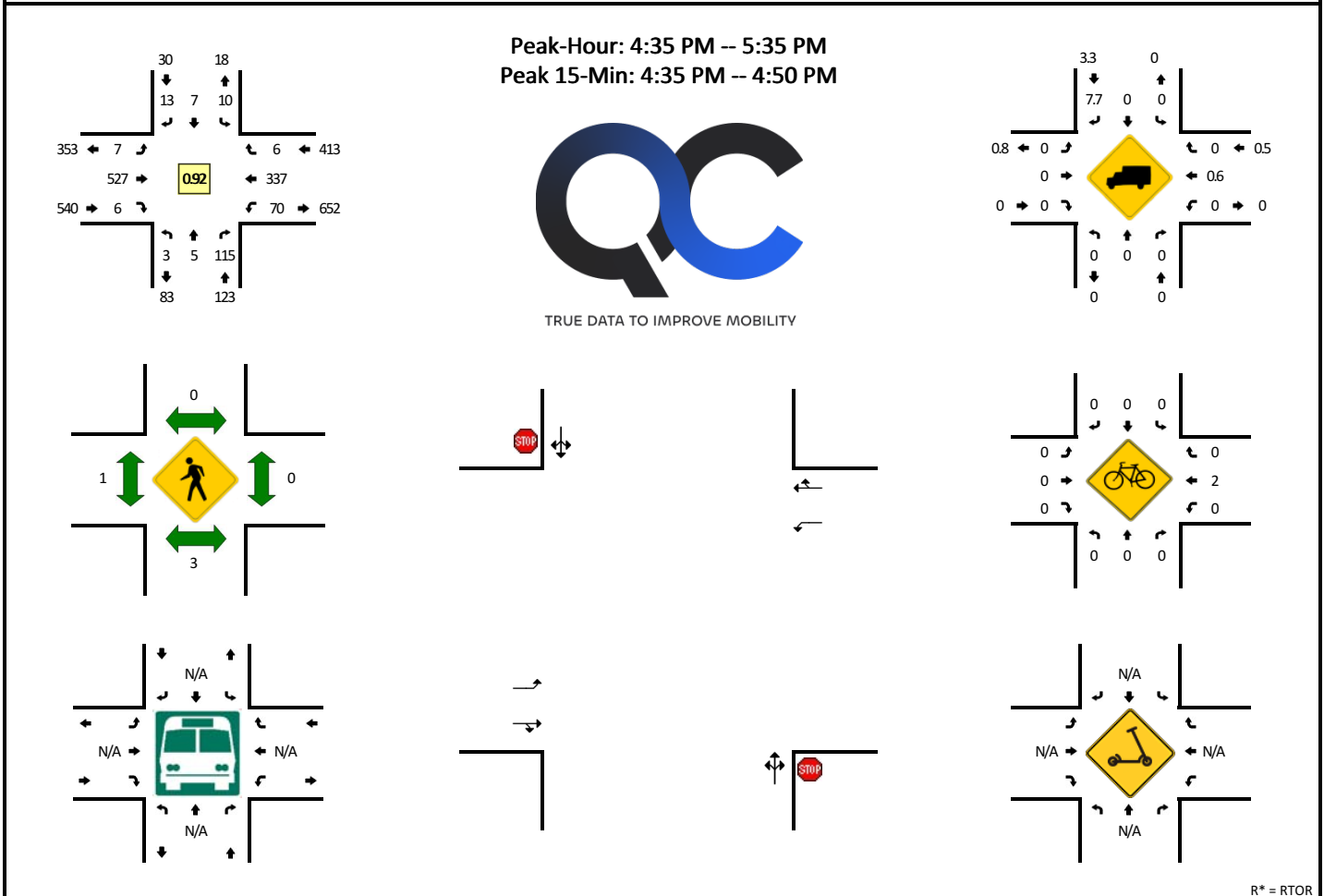
5-Min Count Period Beginning At	NW Leadbetter Dr (Northbound)					NW Leadbetter Dr (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	0	8	0	0	0	1	1	0	0	0	15	0	0	0	4	10	0	0	0	40	
7:05 AM	0	0	2	0	0	0	0	3	0	0	0	9	0	0	0	7	23	0	0	0	44	
7:10 AM	0	0	3	0	0	0	3	1	0	0	0	10	0	0	0	7	22	0	0	0	46	
7:15 AM	0	0	4	0	0	0	0	2	0	0	1	14	0	0	0	6	16	0	0	0	43	
7:20 AM	0	0	4	0	0	1	1	0	0	0	0	21	0	0	0	12	13	0	0	0	52	
7:25 AM	0	0	1	0	0	0	3	1	0	0	0	8	0	0	0	12	16	0	0	0	41	
7:30 AM	0	2	1	0	0	0	0	0	0	0	0	11	0	0	0	7	17	0	0	0	38	
7:35 AM	0	1	6	0	0	1	2	0	0	0	0	25	1	0	0	4	26	0	0	0	66	
7:40 AM	0	0	6	0	0	3	2	2	0	0	1	20	3	0	0	9	28	0	0	0	74	
7:45 AM	0	0	10	0	0	0	1	0	0	0	1	11	0	0	0	13	28	0	0	0	64	
7:50 AM	0	1	16	0	0	1	1	1	0	0	1	25	1	0	0	13	39	0	0	0	99	
7:55 AM	0	0	16	0	0	0	1	0	0	0	0	18	2	0	0	7	40	0	0	0	84	691
8:00 AM	0	0	21	0	0	1	1	0	0	0	0	22	2	0	0	3	22	1	0	0	73	724
8:05 AM	3	1	24	0	0	0	0	2	0	0	0	30	0	0	0	9	29	0	0	0	98	778
8:10 AM	0	1	18	0	0	1	1	1	0	0	0	30	0	0	0	5	37	1	0	0	95	827
8:15 AM	0	0	16	0	0	0	1	0	0	0	2	24	0	0	0	11	29	0	0	0	83	867
8:20 AM	0	0	15	0	0	1	0	0	0	0	1	21	0	0	0	8	26	1	0	0	73	888
8:25 AM	0	0	13	0	0	0	0	1	0	0	0	22	0	0	0	5	36	0	0	0	77	924
8:30 AM	0	1	9	0	0	1	0	0	0	0	0	23	0	0	0	10	23	2	0	0	69	955
8:35 AM	0	1	11	0	0	1	1	2	0	0	1	20	1	0	0	9	28	1	0	0	76	965
8:40 AM	0	3	8	0	0	0	0	0	0	0	1	39	2	0	0	15	35	0	0	0	103	994
8:45 AM	0	1	3	0	0	2	3	1	0	0	1	29	3	0	0	7	33	0	0	0	83	1013
8:50 AM	0	1	7	0	0	0	1	2	0	0	1	31	1	0	0	10	33	0	0	0	87	1001
8:55 AM	0	0	4	0	0	0	2	0	0	0	1	21	5	0	0	3	31	3	0	0	70	987
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	12	8	232	0	0	4	8	12	0	0	8	336	0	0	0	100	380	4	0	0	1104	
Heavy Trucks	0	0	16			0	0	4			0	8	0			4	8	0			40	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.**LOCATION:** NW Leadbetter Dr -- NW Lake Rd
CITY/STATE: Camas, WA**QC JOB #:** 16977037
DATE: Tue, Apr 8 2025

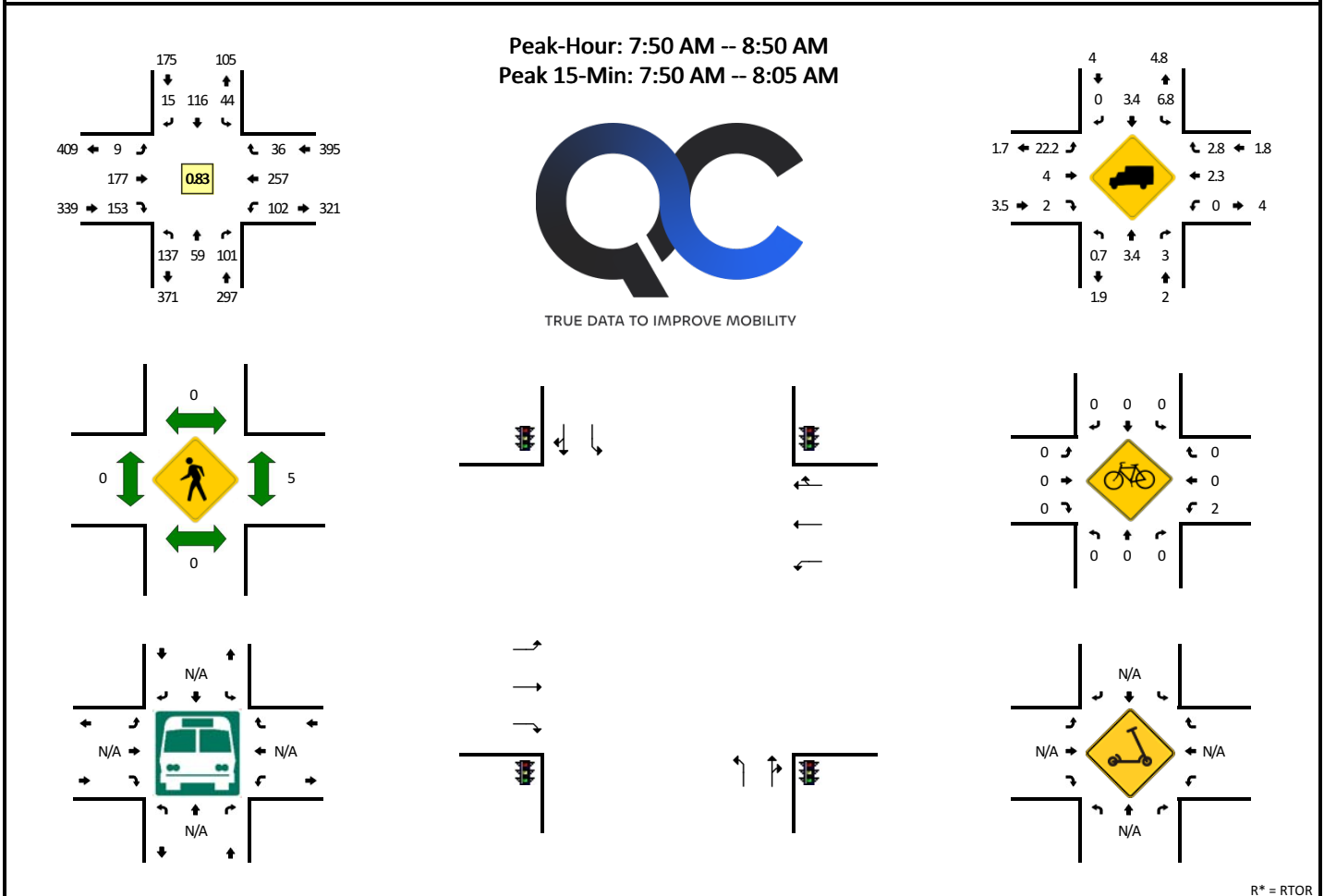
R* = RTOR

5-Min Count Period Beginning At	NW Leadbetter Dr (Northbound)					NW Leadbetter Dr (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	2	1	10	0	0	0	1	1	0	0	0	48	0	0	0	5	21	0	0	0	89	
4:05 PM	0	0	8	0	0	1	0	1	0	0	0	31	0	0	0	4	32	1	0	0	78	
4:10 PM	0	1	4	0	0	0	0	0	0	0	0	46	2	0	0	4	28	1	0	0	86	
4:15 PM	0	0	6	0	0	0	0	1	0	0	1	36	2	0	0	4	33	0	0	0	83	
4:20 PM	0	2	5	0	0	0	0	0	0	0	0	29	0	0	0	1	30	0	0	0	67	
4:25 PM	0	1	5	0	0	0	1	0	0	0	3	39	3	0	0	6	25	0	0	0	83	
4:30 PM	0	0	4	0	0	1	0	0	0	0	1	41	1	0	0	6	23	0	0	0	77	
4:35 PM	0	1	13	0	0	1	1	2	0	0	1	38	0	0	0	9	34	1	0	0	101	
4:40 PM	0	0	5	0	0	2	0	1	0	0	0	47	1	0	0	6	32	0	0	0	94	
4:45 PM	2	0	13	0	0	1	0	2	0	0	0	53	0	0	0	1	33	2	0	0	107	
4:50 PM	0	0	10	0	0	0	1	2	0	0	0	42	2	0	0	2	33	0	0	0	92	
4:55 PM	0	0	13	0	0	0	1	1	0	0	2	39	0	0	0	8	29	0	0	0	93	1050
5:00 PM	1	0	8	0	0	1	0	1	0	0	0	36	0	0	0	5	17	1	0	0	70	1031
5:05 PM	0	2	7	0	0	0	0	1	0	0	2	39	1	0	0	10	35	1	0	0	98	1051
5:10 PM	0	0	12	0	0	2	1	1	0	0	1	47	1	0	0	4	25	0	0	0	94	1059
5:15 PM	0	1	7	0	0	2	0	0	0	0	1	53	0	0	0	6	30	0	0	0	100	1076
5:20 PM	0	0	11	0	0	0	2	0	0	0	0	48	0	0	0	3	21	0	0	0	85	1094
5:25 PM	0	0	5	0	0	1	1	2	0	0	0	46	0	0	0	10	24	1	0	0	90	1101
5:30 PM	0	1	11	0	0	0	0	0	0	0	0	39	1	0	0	6	24	0	0	0	82	1106
5:35 PM	1	1	10	0	0	1	0	0	0	0	0	36	0	0	0	3	27	0	0	0	79	1084
5:40 PM	0	3	4	0	0	1	1	0	0	0	2	38	0	0	0	1	38	0	0	0	88	1078
5:45 PM	1	0	8	0	0	0	1	2	0	0	0	51	1	0	0	6	17	1	0	0	88	1059
5:50 PM	0	0	11	0	0	1	1	1	0	0	0	36	1	0	0	4	16	2	0	0	73	1040
5:55 PM	0	1	6	0	0	1	1	1	0	0	0	40	0	0	0	8	37	0	0	0	95	1042
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	8	4	124	0	0	16	4	20	0	0	4	552	4	0	0	64	396	12	0	0	1208	
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	4	0			4	
Buses																						
Pedestrians	8					0					4					0					12	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

LOCATION: NW Parker St -- NW Lake Rd
CITY/STATE: Camas, WA

QC JOB #: 16977038
DATE: Tue, Apr 8 2025

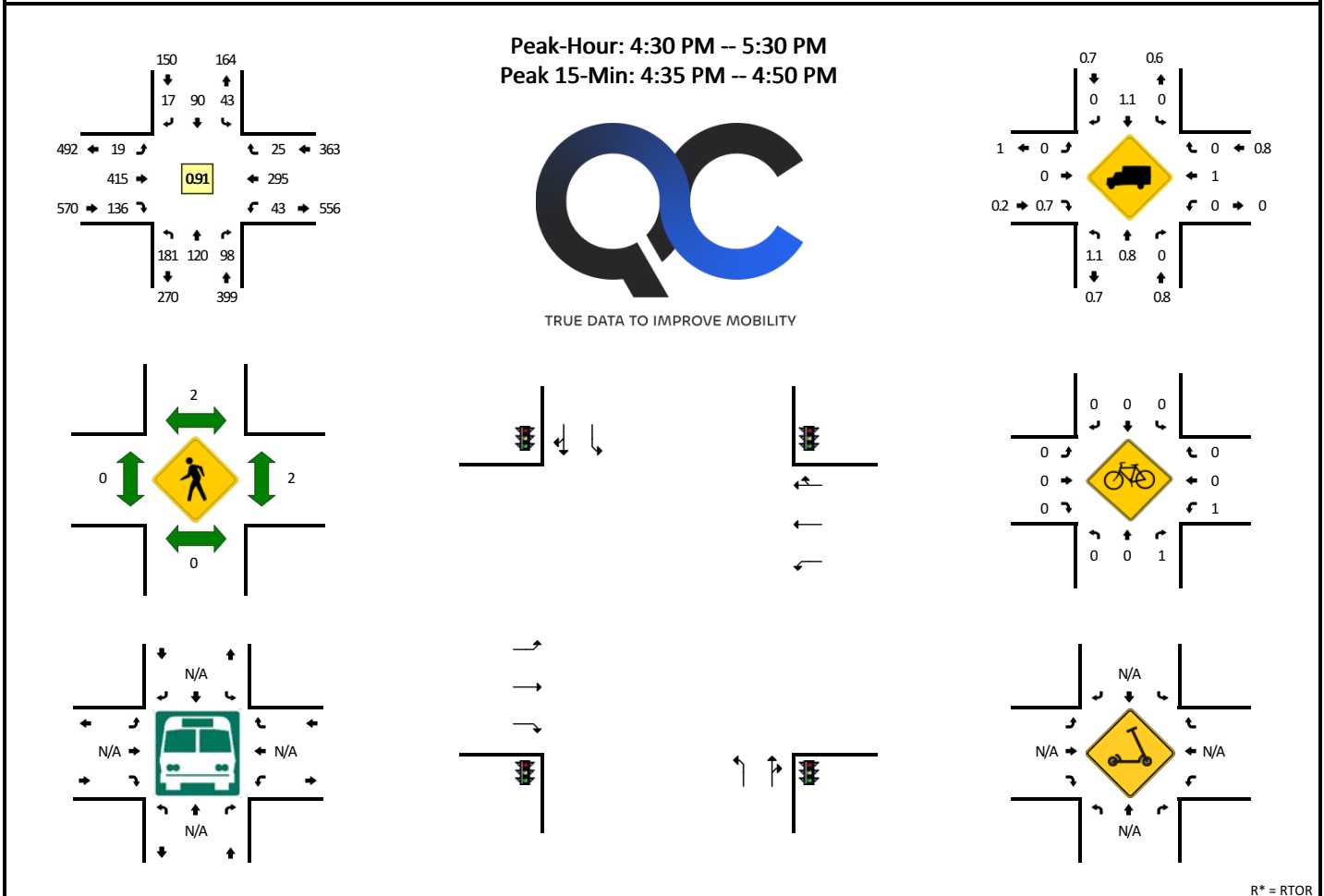


5-Min Count Period Beginning At	NW Parker St (Northbound)					NW Parker St (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	8	4	0	0	0	3	5	0	0	0	2	11	5	0	2	1	11	0	0	1	53	
7:05 AM	6	5	0	0	0	1	8	1	0	1	0	7	1	0	0	2	23	2	0	0	57	
7:10 AM	2	4	1	0	0	5	9	1	0	0	1	6	2	0	3	5	16	0	0	0	55	
7:15 AM	5	3	2	0	0	3	7	2	0	0	1	10	5	0	1	4	15	2	0	0	60	
7:20 AM	4	2	0	0	1	4	5	1	0	1	0	14	2	0	0	4	10	0	0	1	49	
7:25 AM	5	3	0	0	0	1	5	1	0	0	1	4	2	0	3	6	13	0	0	1	45	
7:30 AM	6	4	1	0	1	3	2	0	0	0	0	8	5	0	2	1	12	1	0	0	46	
7:35 AM	3	5	4	0	1	4	5	1	0	1	0	21	8	0	2	7	19	2	0	0	83	
7:40 AM	5	4	2	0	2	3	10	0	0	1	1	11	9	0	4	10	21	1	0	0	84	
7:45 AM	7	5	2	0	1	5	12	0	0	0	2	8	13	0	10	6	18	1	0	1	91	
7:50 AM	10	6	3	0	1	1	19	2	0	0	0	17	21	0	13	4	27	2	0	3	129	875 932
7:55 AM	7	10	5	0	2	3	19	1	0	0	1	12	12	0	12	17	19	1	0	2	123	
8:00 AM	15	5	4	0	1	7	10	1	0	0	1	15	8	0	8	7	25	3	0	0	110	
8:05 AM	16	6	4	0	1	6	10	0	0	0	1	24	5	0	3	4	16	2	0	3	101	976
8:10 AM	8	5	5	0	3	2	10	1	1	1	1	13	6	0	2	13	22	0	0	3	96	1017
8:15 AM	7	4	9	0	1	3	10	3	0	0	0	11	9	0	1	8	25	2	0	0	93	1050
8:20 AM	4	4	3	0	1	2	4	0	0	0	2	16	4	0	5	8	22	3	0	3	81	1082
8:25 AM	16	5	8	0	4	5	9	0	0	1	0	10	3	0	2	6	25	3	0	0	97	1134
8:30 AM	8	1	4	0	0	4	9	2	0	0	1	10	4	0	2	9	17	1	0	0	72	1160
8:35 AM	11	5	4	0	3	3	7	0	0	0	0	19	5	0	3	7	13	2	0	1	83	1160
8:40 AM	15	5	7	0	6	4	3	2	0	0	1	19	9	0	5	9	18	0	0	1	104	1180
8:45 AM	20	3	16	0	6	3	6	1	0	0	1	11	3	0	8	10	28	1	0	0	117	1206
8:50 AM	15	9	9	0	6	3	4	0	0	1	1	12	5	0	6	11	30	1	0	0	113	1190
8:55 AM	13	8	3	0	7	1	5	0	0	0	1	11	4	0	4	9	19	3	0	1	89	1156
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	128	84	64	0	16	44	192	16	0	0	8	176	296	0	132	112	284	44	0	20	1616	
Heavy Trucks	0	0	0			4	4	0			0	4	0			0	8	0			20	
Buses																						
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: NW Parker St -- NW Lake Rd
CITY/STATE: Camas, WA

QC JOB #: 16977039
DATE: Tue, Apr 8 2025


R* = RTOR

5-Min Count Period Beginning At	NW Parker St (Northbound)					NW Parker St (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	9	3	4	0	2	3	8	1	0	0	2	41	6	0	2	2	24	2	0	0	109	
4:05 PM	12	11	4	0	3	3	9	1	0	0	1	30	4	0	1	3	24	1	0	1	108	
4:10 PM	9	11	5	0	2	3	5	3	0	3	5	32	4	0	0	5	26	1	0	2	116	
4:15 PM	14	4	2	0	4	5	2	1	0	1	1	26	3	0	3	2	26	1	0	0	95	
4:20 PM	10	10	5	0	0	3	9	0	0	3	1	25	3	0	5	5	28	3	0	0	110	
4:25 PM	9	7	3	0	0	0	3	1	0	1	1	46	7	0	5	2	18	0	0	0	103	
4:30 PM	9	7	4	0	1	5	9	0	0	0	4	29	14	0	7	1	27	0	0	1	118	
4:35 PM	16	7	4	0	2	4	8	0	0	0	2	32	12	0	0	6	30	3	0	0	126	
4:40 PM	15	12	3	0	2	2	9	1	0	1	1	41	8	0	4	4	27	0	0	1	131	
4:45 PM	20	9	19	0	1	13	8	0	0	0	0	28	6	0	5	1	35	3	0	0	148	
4:50 PM	22	5	5	0	2	1	4	2	0	0	2	30	4	0	5	6	33	0	0	0	121	1384 1392 1420 1438 1455 1474 1482 1462 1464 1463 1443 1420 1428
4:55 PM	8	11	4	0	3	3	3	1	0	0	2	25	8	0	3	5	21	1	0	1	99	
5:00 PM	15	19	7	1	1	0	10	1	0	2	1	33	6	0	1	2	18	0	0	0	117	
5:05 PM	17	11	4	0	0	6	10	0	0	0	3	37	9	0	2	4	26	4	0	3	136	
5:10 PM	19	10	6	0	4	0	10	1	0	0	1	44	5	0	3	9	21	1	0	0	134	
5:15 PM	15	10	8	0	2	3	4	3	0	0	1	35	3	0	5	2	18	2	0	1	112	
5:20 PM	13	12	8	0	0	4	9	3	0	1	1	46	5	0	2	1	21	2	0	1	129	
5:25 PM	11	7	7	0	1	2	6	0	0	1	1	35	11	0	8	2	18	1	0	0	111	
5:30 PM	8	8	9	0	2	1	5	0	0	0	5	23	9	0	3	0	24	0	0	1	98	
5:35 PM	13	10	2	0	1	1	11	1	0	0	2	38	10	0	12	4	21	1	0	1	128	
5:40 PM	12	11	4	0	2	1	11	1	0	0	0	39	7	0	5	9	25	2	0	1	130	
5:45 PM	5	8	6	0	2	5	11	0	0	0	1	36	17	0	7	7	21	2	0	0	128	
5:50 PM	16	8	2	0	0	3	7	0	0	1	2	30	13	0	5	3	8	0	0	0	98	
5:55 PM	19	6	1	0	1	2	3	0	0	0	0	30	3	0	6	6	25	4	0	1	107	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	204	112	124	0	20	76	100	8	0	4	12	404	140	0	36	44	368	28	0	4	1684	
Heavy Trucks	4	0	0			0	0	0			0	0	0			0	4	0			8	
Buses																						
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			4	0	0			4	
Scoters																						

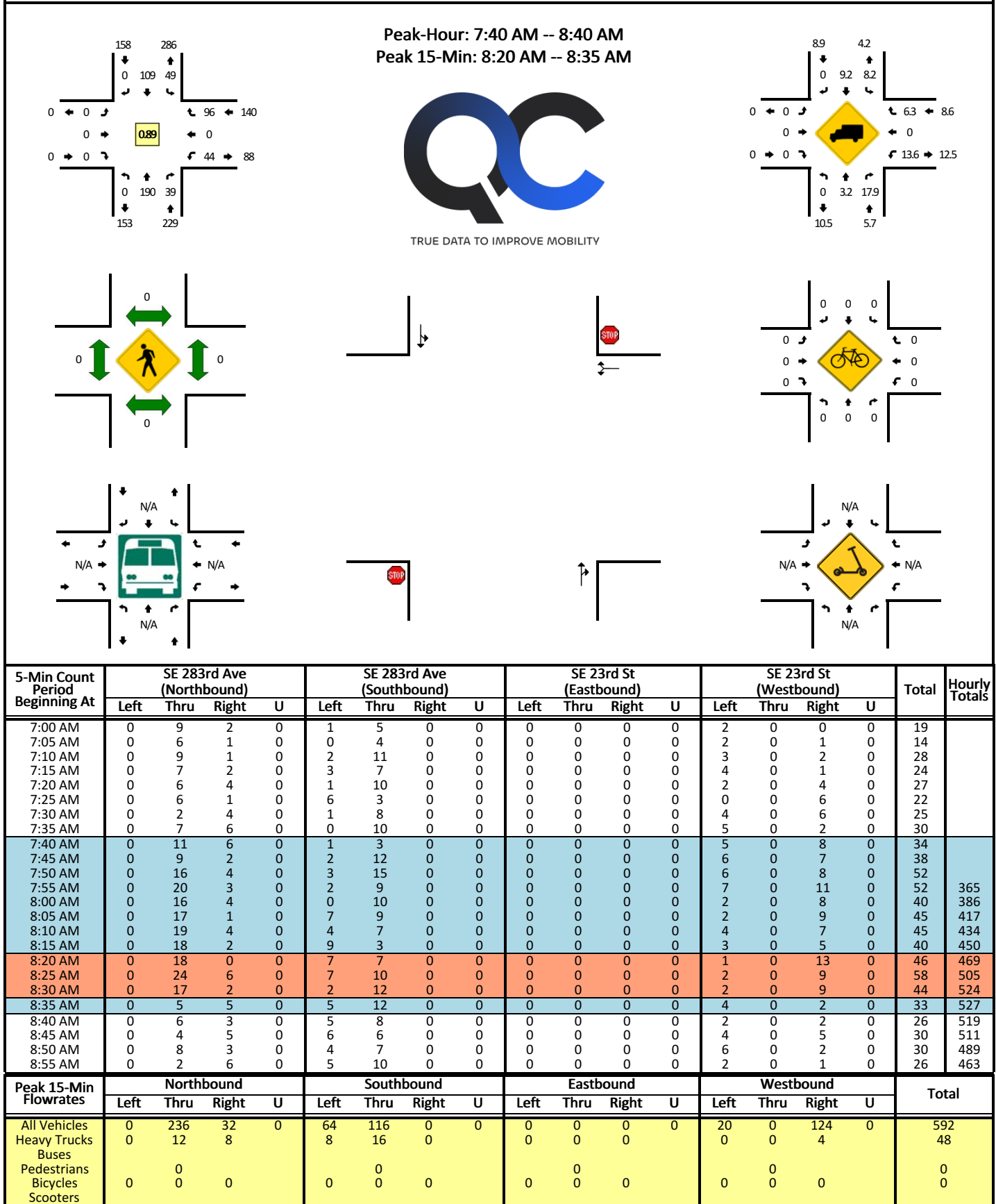
Comments:

Report generated on 4/16/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.
LOCATION: SE 283rd Ave -- SE 23rd St
CITY/STATE: Camas, WA

QC JOB #: 17021001
DATE: Tue, Apr 22 2025


Report generated on 4/29/2025 4:15 PM

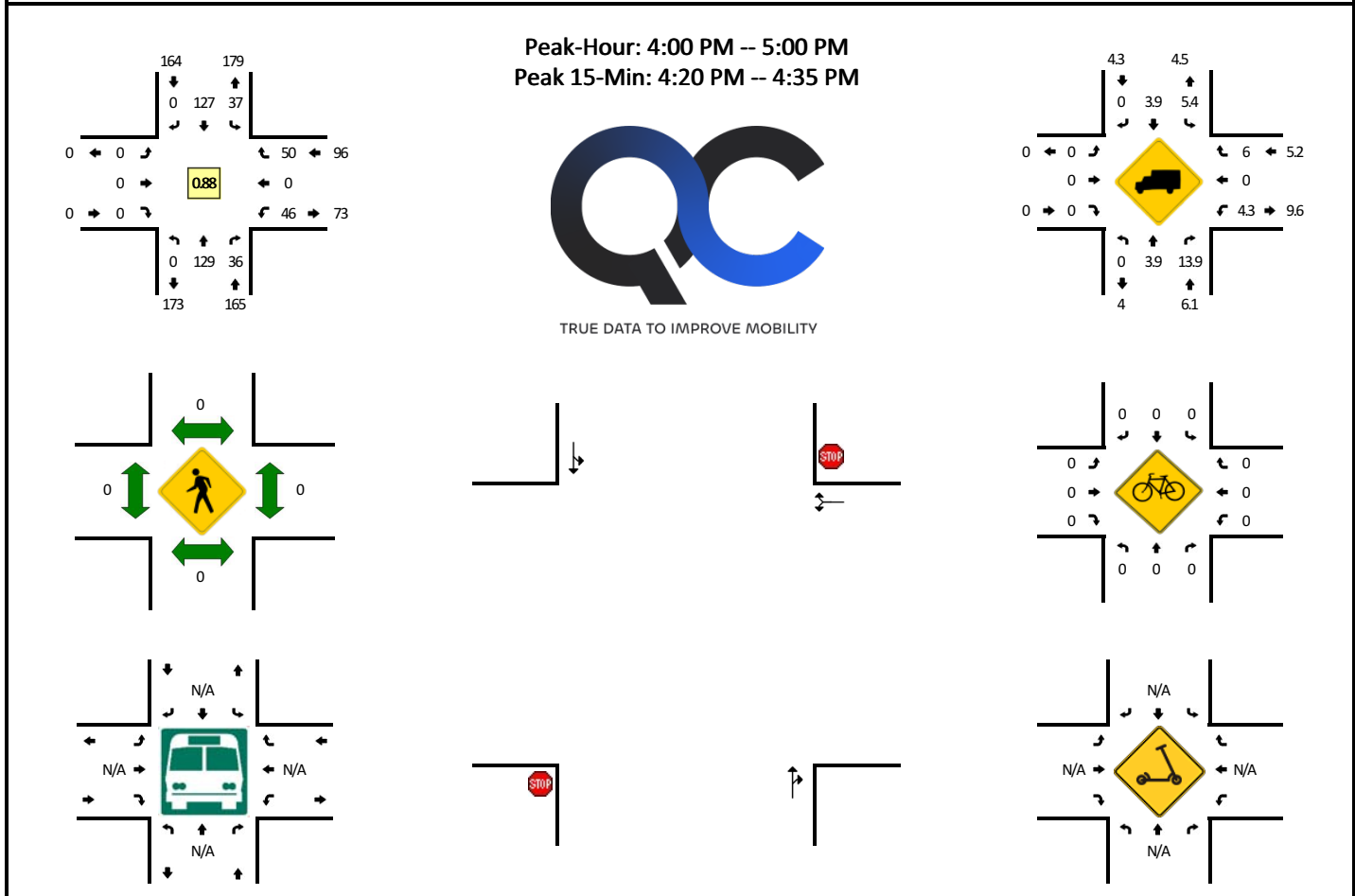
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Item 9.

LOCATION: SE 283rd Ave -- SE 23rd St
CITY/STATE: Camas, WA

QC JOB #: 17021002
DATE: Tue, Apr 22 2025



5-Min Count Period Beginning At	SE 283rd Ave (Northbound)				SE 283rd Ave (Southbound)				SE 23rd St (Eastbound)				SE 23rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	16	4	0	1	11	0	0	0	0	0	0	3	0	4	0	39	
4:05 PM	0	16	2	0	5	12	0	0	0	0	0	0	2	0	2	0	39	
4:10 PM	0	11	5	0	1	12	0	0	0	0	0	0	3	0	3	0	35	
4:15 PM	0	11	1	0	3	6	0	0	0	0	0	0	3	0	3	0	27	
4:20 PM	0	17	2	0	3	13	0	0	0	0	0	0	7	0	7	0	49	
4:25 PM	0	9	5	0	2	8	0	0	0	0	0	0	5	0	6	0	35	
4:30 PM	0	9	4	0	4	11	0	0	0	0	0	0	3	0	6	0	37	
4:35 PM	0	3	3	0	1	11	0	0	0	0	0	0	3	0	4	0	25	
4:40 PM	0	13	3	0	2	11	0	0	0	0	0	0	4	0	4	0	37	
4:45 PM	0	10	2	0	5	10	0	0	0	0	0	0	5	0	2	0	34	
4:50 PM	0	9	2	0	4	14	0	0	0	0	0	0	4	0	4	0	37	
4:55 PM	0	5	3	0	6	8	0	0	0	0	0	0	4	0	5	0	31	425
5:00 PM	0	6	4	0	3	7	0	0	0	0	0	0	7	0	5	0	32	418
5:05 PM	0	7	0	0	3	12	0	0	0	0	0	0	8	0	2	0	32	411
5:10 PM	0	13	3	0	2	10	0	0	0	0	0	0	4	0	2	0	34	410
5:15 PM	0	10	6	0	3	11	0	0	0	0	0	0	1	0	1	0	32	415
5:20 PM	0	9	0	0	5	7	0	0	0	0	0	0	3	0	1	0	25	391
5:25 PM	0	7	5	0	5	13	0	0	0	0	0	0	2	0	2	0	34	390
5:30 PM	0	9	4	0	8	10	0	0	0	0	0	0	2	0	3	0	36	389
5:35 PM	0	10	4	0	4	7	0	0	0	0	0	0	1	0	2	0	28	392
5:40 PM	0	11	2	0	2	14	0	0	0	0	0	0	5	0	6	0	40	395
5:45 PM	0	10	0	0	6	8	0	0	0	0	0	0	2	0	3	0	29	390
5:50 PM	0	11	2	0	3	12	0	0	0	0	0	0	2	0	8	0	38	391
5:55 PM	0	15	2	0	6	12	0	0	0	0	0	0	2	0	0	0	37	397
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	140	44	0	36	128	0	0	0	0	0	0	60	0	76	0	484	
Heavy Trucks	0	8	8		0	4	0		0	0	0		0	0	0		20	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 4/29/2025 4:15 PM

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

Type of report: Midblock Count - Volume Data

LOCATION: NE 3rd St W of NE 257th Ave						QC JOB #: 16977013				
SPECIFIC LOCATION:						DIRECTION: EB, WB				
CITY/STATE: Clark, WA						DATE: Apr 8 2025 - Apr 8 2025				
Start Time	Mon 8 Apr 25	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		0				0			0	
05:00 AM		1				1			1	
06:00 AM		2				2			2	
07:00 AM		4				4			4	
08:00 AM		9				9			9	
09:00 AM		8				8			8	
10:00 AM		8				8			8	
11:00 AM		12				12			12	
12:00 PM		7				7			7	
01:00 PM		2				2			2	
02:00 PM		5				5			5	
03:00 PM		4				4			4	
04:00 PM		4				4			4	
05:00 PM		4				4			4	
06:00 PM		5				5			5	
07:00 PM		3				3			3	
08:00 PM		1				1			1	
09:00 PM		1				1			1	
10:00 PM		1				1			1	
11:00 PM		0				0			0	
Day Total		81				81			81	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 12				11:00 AM 12			11:00 AM 12	
PM Peak Volume		12:00 PM 7				12:00 PM 7			12:00 PM 7	
Comments:										

Report generated on 4/14/2025 9:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Volume Data

LOCATION: NE 3rd St E of NE 257th Ave							QC JOB #: 16977015			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: Fern Prairie, WA							DATE: Apr 8 2025 - Apr 8 2025			
Start Time	Mon 8 Apr 25	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0					0			0	
01:00 AM	2					2			2	
02:00 AM	1					1			1	
03:00 AM	0					0			0	
04:00 AM	1					1			1	
05:00 AM	9					9			9	
06:00 AM	14					14			14	
07:00 AM	31					31			31	
08:00 AM	49					49			49	
09:00 AM	17					17			17	
10:00 AM	42					42			42	
11:00 AM	33					33			33	
12:00 PM	22					22			22	
01:00 PM	31					31			31	
02:00 PM	40					40			40	
03:00 PM	68					68			68	
04:00 PM	38					38			38	
05:00 PM	35					35			35	
06:00 PM	24					24			24	
07:00 PM	25					25			25	
08:00 PM	14					14			14	
09:00 PM	11					11			11	
10:00 PM	2					2			2	
11:00 PM	1					1			1	
Day Total	510					510			510	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak Volume	8:00 AM 49					8:00 AM 49			8:00 AM 49	
PM Peak Volume	3:00 PM 68					3:00 PM 68			3:00 PM 68	
Comments:										

Report generated on 4/14/2025 9:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Midblock Count - Volume Data

LOCATION: NE 257th Ave N of NE 3rd St						QC JOB #: 16977014				
SPECIFIC LOCATION:						DIRECTION: NB, SB				
CITY/STATE: Fern Prairie, WA						DATE: Apr 8 2025 - Apr 8 2025				
Start Time	Mon 8 Apr 25	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		2				2			2	
02:00 AM		1				1			1	
03:00 AM		0				0			0	
04:00 AM		1				1			1	
05:00 AM		9				9			9	
06:00 AM		15				15			15	
07:00 AM		27				27			27	
08:00 AM		42				42			42	
09:00 AM		15				15			15	
10:00 AM		39				39			39	
11:00 AM		30				30			30	
12:00 PM		21				21			21	
01:00 PM		29				29			29	
02:00 PM		40				40			40	
03:00 PM		66				66			66	
04:00 PM		33				33			33	
05:00 PM		32				32			32	
06:00 PM		20				20			20	
07:00 PM		27				27			27	
08:00 PM		13				13			13	
09:00 PM		8				8			8	
10:00 PM		4				4			4	
11:00 PM		1				1			1	
Day Total		475				475			475	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM 42				8:00 AM 42			8:00 AM 42	
PM Peak Volume		3:00 PM 66				3:00 PM 66			3:00 PM 66	
Comments:										

Report generated on 4/14/2025 9:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Appendix D: Existing Conditions Analysis Worksheets

04/23/2025

1: NE 232nd Ave & NE 28th St

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	110	103	50	213	2	81	2	29	1	3	5
Future Vol, veh/h	2	110	103	50	213	2	81	2	29	1	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	6	12	10	7	0	6	0	21	0	0	20
Mvmt Flow	3	153	143	69	296	3	113	3	40	1	4	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	299	0	0	296	0	0	667	667	224	596	738	297
Stage 1	-	-	-	-	-	-	230	230	-	436	436	-
Stage 2	-	-	-	-	-	-	437	438	-	160	301	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.16	6.5	6.41	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.554	4	3.489	3.5	4	3.48
Pot Cap-1 Maneuver	1274	-	-	1221	-	-	367	382	770	418	348	702
Stage 1	-	-	-	-	-	-	764	718	-	603	583	-
Stage 2	-	-	-	-	-	-	591	582	-	847	668	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1274	-	-	1221	-	-	334	355	770	366	324	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	355	-	366	324	-
Stage 1	-	-	-	-	-	-	762	716	-	562	543	-
Stage 2	-	-	-	-	-	-	541	543	-	798	667	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	1.53	20.12	12.86
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	15	-	-	339	-	-	470
HCM Lane V/C Ratio	0.397	0.002	-	-	0.057	-	-	0.027
HCM Ctrl Dly (s/v)	20.1	7.8	0	-	8.1	0	-	12.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.9	0	-	-	0.2	-	-	0.1

04/23/2025

2: NE 242nd Ave (SR 500) & NE 28th St

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	127	0	0	191	86	0	0	0	89	0	74
Future Vol, veh/h	15	127	0	0	191	86	0	0	0	89	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	9	0	0	6	6	0	0	0	4	0	5
Mvmt Flow	18	149	0	0	225	101	0	0	0	105	0	87
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	149	0	0	409	511	149	460	460	275
Stage 1	-	-	-	-	-	-	185	185	-	275	275	-
Stage 2	-	-	-	-	-	-	225	326	-	185	185	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.345
Pot Cap-1 Maneuver	1174	-	-	1444	-	-	556	469	902	508	501	756
Stage 1	-	-	-	-	-	-	822	751	-	727	686	-
Stage 2	-	-	-	-	-	-	782	652	-	812	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1174	-	-	1444	-	-	484	461	902	500	493	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	461	-	500	493	-
Stage 1	-	-	-	-	-	-	808	738	-	727	686	-
Stage 2	-	-	-	-	-	-	692	652	-	799	738	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.86			0			0			13.99		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	190	-	-	1444	-	-	591				
HCM Lane V/C Ratio	-	0.015	-	-	-	-	-	0.325				
HCM Ctrl Dly (s/v)	0	8.1	0	-	0	-	-	14				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	1.4				

04/23/2025
3: NE 249th Ave & SR 500

Existing 2025 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	24	2	231	29	0
Future Vol, veh/h	203	24	2	231	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	4	100	6	7	0
Mvmt Flow	223	26	2	254	32	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	249	0	495	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	5.1	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	3.1	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	906	-	525	808
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	906	-	524	808
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	771	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.08		12.32		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	524	-	-	15	-	
HCM Lane V/C Ratio	0.061	-	-	0.002	-	
HCM Ctrl Dly (s/v)	12.3	-	-	9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

04/23/2025

4: NE 14th St & NE 249th Ave

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	5	1	11	24	3
Future Vol, veh/h	11	5	1	11	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	9	0	0	0	8	33
Mvmt Flow	16	7	1	16	35	4

Major/Minor	Minor2	Major2		
Conflicting Flow All	9	9	-	0
Stage 1	9	9	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.49	6.5	-	-
Critical Hdwy Stg 1	5.49	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.581	4	-	-
Pot Cap-1 Maneuver	993	889	-	-
Stage 1	996	892	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	993	0	-	-
Mov Cap-2 Maneuver	993	0	-	-
Stage 1	996	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.71	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	993	-	-
HCM Lane V/C Ratio	0.023	-	-
HCM Ctrl Dly (s/v)	8.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

04/23/2025

5: NE 3rd St & NE 257th Ave

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	5	8	33	1
Future Vol, veh/h	0	3	5	8	33	1
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	100	40	0	9	0
Mvmt Flow	0	4	7	11	45	1
Major/Minor	Minor2		Major2			
Conflicting Flow All	12	12	-	0		
Stage 1	12	12	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	7	8.1	-	-		
Critical Hdwy Stg 1	6	7.1	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.5	4.9	-	-		
Pot Cap-1 Maneuver	1010	721	-	-		
Stage 1	1014	723	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1010	0	-	-		
Mov Cap-2 Maneuver	1010	0	-	-		
Stage 1	1014	0	-	-		
Stage 2	-	0	-	-		
Approach	EB		WB			
HCM Ctrl Dly, s/v			0			
HCM LOS	-					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	-	-	-			
HCM Lane V/C Ratio	-	-	-			
HCM Ctrl Dly (s/v)	-	-	-			
HCM Lane LOS	-	-	-			
HCM 95th %tile Q(veh)	-	-	-			

04/23/2025

6: NE Everett St (SR 500) & NE 3rd St

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	33	297	3	9	142
Future Vol, veh/h	5	33	297	3	9	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	60	6	3	67	0	4
Mvmt Flow	5	36	326	3	10	156
Major/Minor	Minor2		Major2			
Conflicting Flow All	656	3	0	0		
Stage 1	656	-	-	-		
Stage 2	0	-	-	-		
Critical Hdwy	7.1	6.26	4.13	-		
Critical Hdwy Stg 1	6.1	-	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	4.54	3.354	2.227	-		
Pot Cap-1 Maneuver	320	1069	-	-		
Stage 1	384	-	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	0	1069	-	-		
Mov Cap-2 Maneuver	0	-	-	-		
Stage 1	0	-	-	-		
Stage 2	0	-	-	-		
Approach	EB		WB			
HCM Ctrl Dly, s/v	8.51					
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBL	WBT			
Capacity (veh/h)	1069	-	-			
HCM Lane V/C Ratio	0.039	-	-			
HCM Ctrl Dly (s/v)	8.5	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

04/23/2025

7: NE Everett St (SR 500) & NE Everett Dr

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	32	184	150	113	281
Future Vol, veh/h	71	32	184	150	113	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	10	3	3	3	1	3
Mvmt Flow	88	40	227	185	140	347
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	946	320	0	0	412	0
Stage 1	320	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.5	6.23	-	-	4.11	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.327	-	-	2.209	-
Pot Cap-1 Maneuver	281	719	-	-	1152	-
Stage 1	719	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	719	-	-	1152	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	24.45	0	2.45			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	310	1152	-	
HCM Lane V/C Ratio	-	-	0.41	0.121	-	
HCM Ctrl Dly (s/v)	-	-	24.4	8.6	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1.9	0.4	-	

04/23/2025

8: NE Everett St (SR 500) & SE Leadbetter Rd

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	116	84	296	341	16
Future Vol, veh/h	26	116	84	296	341	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	10	3	5	6
Mvmt Flow	32	143	104	365	421	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1004	431	441	0	-	0
Stage 1	431	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.8	6.47	4.2	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.29	-	-	-
Pot Cap-1 Maneuver	242	599	1078	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	599	1078	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	17.81	1.92		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1078	-	455	-	-	
HCM Lane V/C Ratio	0.096	-	0.386	-	-	
HCM Ctrl Dly (s/v)	8.7	-	17.8	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.8	-	-	

05/01/2025

Existing 2025 A Item 9.

9: NE Everett St (SR 500) & NE 43rd Ave

Weekday AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	333	57	327	485	66	394
Future Volume (veh/h)	333	57	327	485	66	394
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1799	1814	1746	1732	1802	1997
Adj Flow Rate, veh/h	383	43	376	0	76	453
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	12	11	4	5	17	4
Cap, veh/h	486	436	588		412	1014
Arrive On Green	0.28	0.28	0.34	0.00	0.06	0.51
Sat Flow, veh/h	1713	1537	1746	1468	1716	1997
Grp Volume(v), veh/h	383	43	376	0	76	453
Grp Sat Flow(s),veh/h/ln	1713	1537	1746	1468	1716	1997
Q Serve(g_s), s	8.9	0.9	7.9	0.0	1.1	6.2
Cycle Q Clear(g_c), s	8.9	0.9	7.9	0.0	1.1	6.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	486	436	588		412	1014
V/C Ratio(X)	0.79	0.10	0.64		0.18	0.45
Avail Cap(c_a), veh/h	1429	1282	1417		913	2546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	11.4	12.1	0.0	8.3	6.8
Incr Delay (d2), s/veh	2.9	0.1	2.5	0.0	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.5	5.1	0.0	0.6	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.2	11.5	14.6	0.0	8.6	7.1
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	426		376			529
Approach Delay, s/veh	16.6		14.6			7.3
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.4	19.5			26.9	16.2
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	3.1	9.9			8.2	10.9
Green Ext Time (p_c), s	0.1	4.5			4.0	1.4
Intersection Summary						
HCM 7th Control Delay, s/veh			12.3			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

05/01/2025

9: NE Everett St (SR 500) & NE 43rd Ave

Existing 2025 A Item 9.

Weekday AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	333	57	327	485	66	394
Future Volume (vph)	333	57	327	485	66	394
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	22.3	22.3	23.2	65.3	32.7	32.7
Actuated g/C Ratio	0.34	0.34	0.36	1.00	0.50	0.50
v/c Ratio	0.71	0.12	0.61	0.39	0.20	0.50
Control Delay (s/veh)	29.1	5.7	24.9	0.8	10.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	5.7	24.9	0.8	10.8	13.6
LOS	C	A	C	A	B	B
Approach Delay (s/veh)	25.7		10.5			13.2
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 65.3

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 14.8

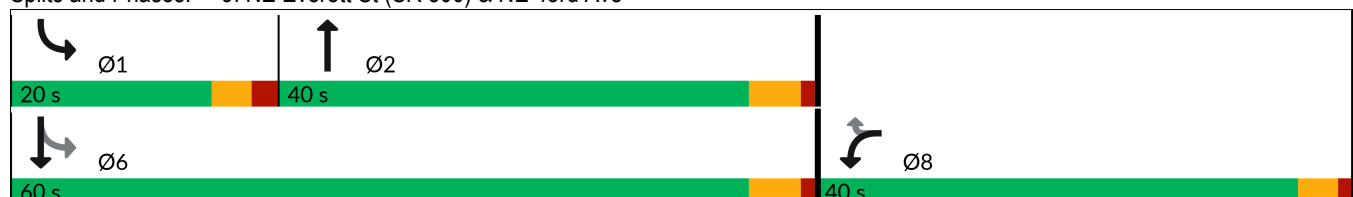
Intersection LOS: B

Intersection Capacity Utilization 51.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



MOVEMENT SUMMARY

 **Site: 10 [NE Everett St & NW Lake Rd_ExistingAM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				
			veh/h		veh/h					ft				mph	
South: NE Everett Street															
7	L2	All MCs	238	7.0	238	7.0	0.346	14.0	LOS B	2.2	58.8	0.77	0.75	0.77	31.1
7	T1	All MCs	377	7.0	377	7.0	0.438	7.0	LOS A	3.3	86.4	0.81	0.67	0.81	34.3
Approach			615	7.0	615	7.0	0.438	9.7	LOS A	3.3	86.4	0.79	0.70	0.80	33.0
North: NE Everett Street															
10	T1	All MCs	470	10.0	470	10.0	0.421	5.3	LOS A	3.0	81.9	0.57	0.51	0.57	34.8
2	R2	All MCs	350	2.0	350	2.0	0.283	4.9	LOS A	1.9	47.4	0.50	0.52	0.50	35.2
Approach			820	6.6	820	6.6	0.421	5.2	LOS A	3.0	81.9	0.54	0.51	0.54	34.9
West: NW Lake Road															
5	L2	All MCs	561	3.0	561	3.0	0.553	13.8	LOS B	4.9	125.5	0.80	0.76	0.88	31.3
6	R2	All MCs	250	6.0	250	6.0	0.258	6.4	LOS A	1.6	42.8	0.66	0.62	0.66	34.7
Approach			811	3.9	811	3.9	0.553	11.5	LOS B	4.9	125.5	0.76	0.72	0.81	32.2
All Vehicles			2246	5.7	2246	5.7	0.553	8.7	LOS A	4.9	125.5	0.69	0.64	0.71	33.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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11:11:50 AM

Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

04/23/2025

11: NE Everett St (SR 500) & NE 17th Ave

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	14	24	310	440	36
Future Vol, veh/h	61	14	24	310	440	36
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	7	0	6	2	0
Mvmt Flow	67	15	26	341	484	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	900	506	526	0	-	0
Stage 1	506	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	303	556	1051	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	555	1048	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.16	0.61		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1048	-	436	-	-	
HCM Lane V/C Ratio	0.025	-	0.189	-	-	
HCM Ctrl Dly (s/v)	8.5	-	15.2	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

04/24/2025

12: NE Everett St (SR 500) & NE 15th Ave

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	37	25	19	4	25	78	8	233	6	81	266	106
Future Vol, veh/h	37	25	19	4	25	78	8	233	6	81	266	106
Conflicting Peds, #/hr	13	0	3	3	0	13	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	0	5	0	0	0	25	6	17	1	4	0
Mvmt Flow	43	29	22	5	29	90	9	268	7	93	306	122

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	866	852	370	805	909	290	428	0	0	281	0	0
Stage 1	553	553	-	296	296	-	-	-	-	-	-	-
Stage 2	314	299	-	509	614	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.25	7.1	6.5	6.2	4.35	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.345	3.5	4	3.3	2.425	-	-	2.209	-	-
Pot Cap-1 Maneuver	264	299	669	303	277	754	1019	-	-	1288	-	-
Stage 1	502	518	-	717	672	-	-	-	-	-	-	-
Stage 2	678	670	-	550	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	188	273	668	241	253	741	1019	-	-	1281	-	-
Mov Cap-2 Maneuver	188	273	-	241	253	-	-	-	-	-	-	-
Stage 1	465	480	-	707	663	-	-	-	-	-	-	-
Stage 2	559	660	-	463	451	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	26.88		14.92		0.28		1.44	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1019	-	-	256	485	1281	-
HCM Lane V/C Ratio	0.009	-	-	0.364	0.254	0.073	-
HCM Ctrl Dly (s/v)	8.6	-	-	26.9	14.9	8	-
HCM Lane LOS	A	-	-	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	1	0.2	-

04/23/2025

13: NE Everett St (SR 500) & NE 14th Ave

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	23	1	0	18	193	1	0	0	228	0	59
Future Vol, veh/h	53	23	1	0	18	193	1	0	0	228	0	59
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	8	4	0	0	0	7	0	0	0	4	0	3
Mvmt Flow	62	27	1	0	21	227	1	0	0	268	0	69

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	585	575	35	-	609	2	69	0	0	1	0	0
Stage 1	571	571	-	-	3	-	-	-	-	-	-	-
Stage 2	14	3	-	-	606	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.54	6.2	-	6.5	6.27	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.036	3.3	-	4	3.363	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	414	426	1044	0	412	1068	1544	-	-	1609	-	-
Stage 1	495	502	-	0	897	-	-	-	-	-	-	-
Stage 2	991	889	-	0	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	254	351	1044	-	340	1066	1544	-	-	1607	-	-
Mov Cap-2 Maneuver	254	351	-	-	340	-	-	-	-	-	-	-
Stage 1	409	414	-	-	896	-	-	-	-	-	-	-
Stage 2	760	888	-	-	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.89	10.51	7.33	6.11
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	280	901	1192	-
HCM Lane V/C Ratio	0.001	-	-	0.324	0.275	0.167	-
HCM Ctrl Dly (s/v)	7.3	0	-	23.9	10.5	7.7	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.4	1.1	0.6	-

04/23/2025
14: NE 6th Ave & Division St

Existing 2025 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	141	411	596	20	11	206
Future Vol, veh/h	141	411	596	20	11	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	7	5	10	0	1
Mvmt Flow	153	447	648	22	12	224
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	670	0	-	0	1189	335
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	4.2	-	-	-	5.2	6.12
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	2.25	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	897	-	-	-	312	715
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	897	-	-	-	251	715
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	709	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.36	0		12.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	785	-	-	-	251	715
HCM Lane V/C Ratio	0.171	-	-	-	0.048	0.313
HCM Ctrl Dly (s/v)	9.8	1.1	-	-	20.1	12.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1	1.3

04/23/2025

15: NW Lacamas Ln & NW Lake Rd

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	2	61	468	4	172
Future Vol, veh/h	570	2	61	468	4	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	3	3	0	0
Mvmt Flow	655	2	70	538	5	198
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	657	0	1334	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	-	-	4.13	-	5.2	5.6
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	-	-	2.227	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	925	-	267	523
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	247	523
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	588	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.06		16.09	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	247	523	-	-	925	-
HCM Lane V/C Ratio	0.019	0.378	-	-	0.076	-
HCM Ctrl Dly (s/v)	19.9	16	-	-	9.2	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	1.7	-	-	0.2	-

04/23/2025

16: NW Sierra St & NW Lake Rd

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	394	87	71	381	92	164
Future Vol, veh/h	394	87	71	381	92	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	11	2	3	7
Mvmt Flow	438	97	79	423	102	182
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	534	0	1067	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	581	-
Critical Hdwy	-	-	4.21	-	6.43	6.27
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.299	-	3.527	3.363
Pot Cap-1 Maneuver	-	-	989	-	245	571
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	989	-	225	571
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	513	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.41		21.2		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	571	-	-	989	-
HCM Lane V/C Ratio	0.454	0.319	-	-	0.08	-
HCM Ctrl Dly (s/v)	33.6	14.2	-	-	9	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	2.2	1.4	-	-	0.3	-

04/23/2025

17: NW Leadbetter Dr & NW Lake Rd

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	303	11	102	377	6	3	9	170	8	9	8
Future Vol, veh/h	7	303	11	102	377	6	3	9	170	8	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	18	2	2	33	0	22	8	0	0	12
Mvmt Flow	8	329	12	111	410	7	3	10	185	9	10	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	341	0	0	987	989	335	984	991	413
Stage 1	-	-	-	-	-	-	351	351	-	635	635	-
Stage 2	-	-	-	-	-	-	636	638	-	349	357	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.72	6.28	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.198	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1154	-	-	1218	-	-	228	228	693	229	248	618
Stage 1	-	-	-	-	-	-	670	599	-	470	476	-
Stage 2	-	-	-	-	-	-	469	441	-	671	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	1218	-	-	195	206	693	145	224	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	206	-	145	224	-
Stage 1	-	-	-	-	-	-	666	595	-	427	432	-
Stage 2	-	-	-	-	-	-	411	401	-	481	628	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	1.74	13.97	22.64
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	598	1154	-	-	1218	-	-	231
HCM Lane V/C Ratio	0.331	0.007	-	-	0.091	-	-	0.118
HCM Ctrl Dly (s/v)	14	8.1	-	-	8.3	-	-	22.6
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.3	-	-	0.4

05/01/2025

Existing 2025 A

18: NW Parker St & NW Lake Rd

Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	177	153	102	257	36	137	59	101	44	116	15
Future Volume (veh/h)	9	177	153	102	257	36	137	59	101	44	116	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1574	1841	1856	1900	1870	1826	1885	1856	1841	1796	1856	1900
Adj Flow Rate, veh/h	11	213	107	123	310	24	165	71	87	53	140	16
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	22	4	3	0	2	5	1	3	4	7	3	0
Cap, veh/h	385	311	266	397	553	43	405	121	149	386	251	29
Arrive On Green	0.11	0.17	0.17	0.10	0.17	0.17	0.09	0.16	0.16	0.09	0.15	0.15
Sat Flow, veh/h	1499	1841	1572	1810	3343	257	1795	754	924	1711	1632	186
Grp Volume(v), veh/h	11	213	107	123	164	170	165	0	158	53	0	156
Grp Sat Flow(s),veh/h/ln	1499	1841	1572	1810	1777	1824	1795	0	1679	1711	0	1818
Q Serve(g_s), s	0.0	5.3	2.9	0.0	4.1	4.1	0.0	0.0	4.2	0.0	0.0	3.8
Cycle Q Clear(g_c), s	0.0	5.3	2.9	0.0	4.1	4.1	0.0	0.0	4.2	0.0	0.0	3.8
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.55	1.00		0.10
Lane Grp Cap(c), veh/h	385	311	266	397	294	302	405	0	270	386	0	279
V/C Ratio(X)	0.03	0.68	0.40	0.31	0.56	0.56	0.41	0.00	0.59	0.14	0.00	0.56
Avail Cap(c_a), veh/h	514	1496	1278	933	1819	1868	604	0	837	559	0	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	18.9	17.9	18.8	18.5	18.6	18.9	0.0	18.8	17.9	0.0	18.9
Incr Delay (d2), s/veh	0.0	1.0	0.4	0.2	0.6	0.6	0.7	0.0	0.8	0.2	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	3.6	1.7	2.0	2.7	2.8	2.8	0.0	2.7	0.9	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	19.9	18.3	18.9	19.2	19.2	19.6	0.0	19.5	18.0	0.0	19.6
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h	331			457			323			209		
Approach Delay, s/veh	19.2			19.1			19.6			19.2		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	13.9	10.1	13.7	11.1	13.5	10.1	13.7				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+l1), s	2.0	7.3	2.0	6.2	2.0	6.1	2.0	5.8				
Green Ext Time (p_c), s	0.1	0.9	0.0	0.5	0.0	1.2	0.2	0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 19.3

HCM 7th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

31552_Synchro 12 model for TIA.syn
Kittelson & Associates, IncSynchro 12 Report
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05/01/2025

Existing 2025 A Item 9.

18: NW Parker St & NW Lake Rd

Weekday AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	177	153	102	257	137	59	44	116
Future Volume (vph)	9	177	153	102	257	137	59	44	116
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	17.9	12.0	12.0	20.4	18.3	21.7	16.9	16.6	9.8
Actuated g/C Ratio	0.32	0.22	0.22	0.37	0.33	0.39	0.30	0.30	0.18
v/c Ratio	0.03	0.54	0.38	0.26	0.31	0.30	0.36	0.13	0.49
Control Delay (s/veh)	13.8	27.1	6.3	15.2	16.0	13.9	15.5	12.9	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.8	27.1	6.3	15.2	16.0	13.9	15.5	12.9	28.0
LOS	B	C	A	B	B	B	B	B	C
Approach Delay (s/veh)		17.4			15.8		14.7		24.2
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 55.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 17.2

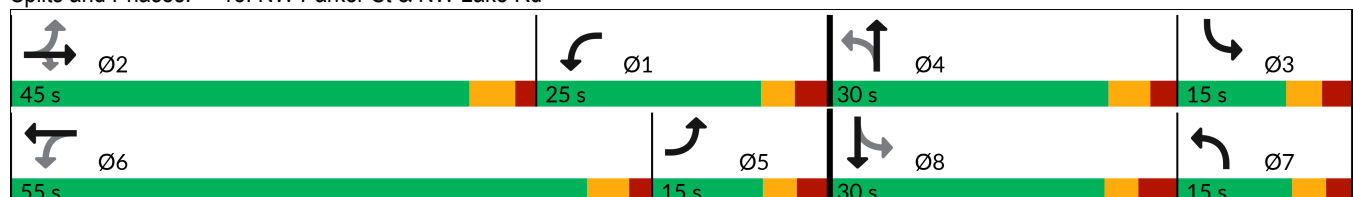
Intersection LOS: B

Intersection Capacity Utilization 49.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



04/30/2025

19: SE 283rd Ave & SE 23rd St

Existing 2025 A Item 9.

Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	96	190	39	49	109
Future Vol, veh/h	44	96	190	39	49	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	2
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	14	6	3	18	8	9
Mvmt Flow	49	108	213	44	55	122
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	468	235	0	0	257	0
Stage 1	235	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	5.94	5.96	-	-	4.18	-
Critical Hdwy Stg 1	4.94	-	-	-	-	-
Critical Hdwy Stg 2	4.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	575	810	-	-	1273	-
Stage 1	807	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	549	810	-	-	1273	-
Mov Cap-2 Maneuver	549	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.58	0		2.47		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	704	558	-	
HCM Lane V/C Ratio	-	-	0.223	0.043	-	
HCM Ctrl Dly (s/v)	-	-	11.6	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-	

04/23/2025

1: NE 232nd Ave & NE 28th St

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	302	73	6	157	0	60	0	6	1	1	3
Future Vol, veh/h	5	302	73	6	157	0	60	0	6	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	3	0	0	100	0	0
Mvmt Flow	5	321	78	6	167	0	64	0	6	1	1	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	399	0	0	551	551	360	512	589	167
Stage 1	-	-	-	-	-	-	371	371	-	180	180	-
Stage 2	-	-	-	-	-	-	180	180	-	332	410	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1423	-	-	1171	-	-	443	445	689	348	423	882
Stage 1	-	-	-	-	-	-	647	623	-	639	754	-
Stage 2	-	-	-	-	-	-	819	754	-	517	599	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1171	-	-	436	440	689	341	419	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	440	-	341	419	-
Stage 1	-	-	-	-	-	-	644	620	-	635	750	-
Stage 2	-	-	-	-	-	-	810	750	-	510	596	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.1			0.3			14.45			11.34		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	451	23	-	-	66	-	-	573				
HCM Lane V/C Ratio	0.156	0.004	-	-	0.005	-	-	0.009				
HCM Ctrl Dly (s/v)	14.4	7.5	0	-	8.1	0	-	11.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0				

04/23/2025

2: NE 242nd Ave (SR 500) & NE 28th St

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	231	0	0	125	101	0	0	0	128	0	40
Future Vol, veh/h	74	231	0	0	125	101	0	0	0	128	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	82	257	0	0	139	112	0	0	0	142	0	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	257	0	0	560	672	257	616	616	195
Stage 1	-	-	-	-	-	-	421	421	-	195	195	-
Stage 2	-	-	-	-	-	-	139	251	-	421	421	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1308	-	-	1320	-	-	442	380	787	401	409	851
Stage 1	-	-	-	-	-	-	614	592	-	804	743	-
Stage 2	-	-	-	-	-	-	869	703	-	608	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1320	-	-	388	352	787	372	379	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	388	352	-	372	379	-
Stage 1	-	-	-	-	-	-	569	549	-	804	743	-
Stage 2	-	-	-	-	-	-	824	703	-	564	549	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.93			0			0			19.67		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	437	-	-	1320	-	-	429				
HCM Lane V/C Ratio	-	0.063	-	-	-	-	-	0.435				
HCM Ctrl Dly (s/v)	0	7.9	0	-	0	-	-	19.7				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	2.2				

04/23/2025

3: NE 249th Ave & NE 25th St (SR 500)

Existing 2025 F

Item 9.

Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	341	29	2	211	15	4
Future Vol, veh/h	341	29	2	211	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	3	50	4	7	0
Mvmt Flow	388	33	2	240	17	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	420	0	648	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	244	-
Critical Hdwy	-	-	4.6	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.65	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	923	-	427	651
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	923	-	426	651
Mov Cap-2 Maneuver	-	-	-	-	426	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	782	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.08		13.23		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	459	-	-	17	-	
HCM Lane V/C Ratio	0.047	-	-	0.002	-	
HCM Ctrl Dly (s/v)	13.2	-	-	8.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

04/23/2025
4: NE 14th St & NE 249th Ave

Existing 2025 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Traffic Vol, veh/h	5	5	7	14	17	12
Future Vol, veh/h	5	5	7	14	17	12
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	20	0	0	0	0	8
Mvmt Flow	7	7	10	21	25	18

Major/Minor	Minor2	Major2		
Conflicting Flow All	21	21	-	0
Stage 1	21	21	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.6	6.5	-	-
Critical Hdwy Stg 1	5.6	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.68	4	-	-
Pot Cap-1 Maneuver	952	877	-	-
Stage 1	957	882	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	952	0	-	-
Mov Cap-2 Maneuver	952	0	-	-
Stage 1	957	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.84	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	952	-	-
HCM Lane V/C Ratio	0.015	-	-
HCM Ctrl Dly (s/v)	8.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

04/23/2025
5: NE 3rd St & NE 257th Ave

Existing 2025 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	21	17	0
Future Vol, veh/h	1	0	0	21	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	32	26	0
Major/Minor	Minor2		Major2			
Conflicting Flow All	16	16	-	0		
Stage 1	16	16	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	7	7.1	-	-		
Critical Hdwy Stg 1	6	6.1	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.5	4	-	-		
Pot Cap-1 Maneuver	1005	880	-	-		
Stage 1	1009	884	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1005	0	-	-		
Mov Cap-2 Maneuver	1005	0	-	-		
Stage 1	1009	0	-	-		
Stage 2	-	0	-	-		
Approach	EB		WB			
HCM Ctrl Dly, s/v	8.59		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	1005	-	-			
HCM Lane V/C Ratio	0.002	-	-			
HCM Ctrl Dly (s/v)	8.6	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

04/23/2025

6: NE Everett St (SR 500) & NE 3rd St

Existing 2025 F

Item 9.

Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	15	132	5	16	187
Future Vol, veh/h	5	15	132	5	16	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	0	6	1
Mvmt Flow	6	17	150	6	18	213
Major/Minor	Minor2	Major2				
Conflicting Flow All	306	6	0	0		
Stage 1	306	-	-	-		
Stage 2	0	-	-	-		
Critical Hdwy	6.5	6.2	4.12	-		
Critical Hdwy Stg 1	5.5	-	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	4	3.3	2.218	-		
Pot Cap-1 Maneuver	611	1083	-	-		
Stage 1	665	-	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	0	1083	-	-		
Mov Cap-2 Maneuver	0	-	-	-		
Stage 1	0	-	-	-		
Stage 2	0	-	-	-		
Approach	EB	WB				
HCM Ctrl Dly, s/v	8.4					
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBL	WBT			
Capacity (veh/h)	1083	-	-			
HCM Lane V/C Ratio	0.021	-	-			
HCM Ctrl Dly (s/v)	8.4	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

04/23/2025

7: NE Everett St (SR 500) & NE Everett Dr

Existing 2025 F

Item 9.

Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		T	T
Traffic Vol, veh/h	50	20	198	29	19	138
Future Vol, veh/h	50	20	198	29	19	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	56	22	222	33	21	155
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	437	239	0	0	255	0
Stage 1	239	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	581	805	-	-	1322	-
Stage 1	806	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	572	805	-	-	1322	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.61	0		0.94		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	623		1322	-	
HCM Lane V/C Ratio	-	0.126		0.016	-	
HCM Ctrl Dly (s/v)	-	11.6		7.8	-	
HCM Lane LOS	-	B		A	-	
HCM 95th %tile Q(veh)	-	0.4		0	-	

04/23/2025

8: NE Everett St (SR 500) & SE Leadbetter Rd

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	104	80	211	180	3
Future Vol, veh/h	9	104	80	211	180	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	2	0	1	0
Mvmt Flow	10	113	87	229	196	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	601	197	199	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	437	830	1373	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	409	830	1373	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.59	2.14		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1373	-	767	-	-	
HCM Lane V/C Ratio	0.063	-	0.16	-	-	
HCM Ctrl Dly (s/v)	7.8	-	10.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-	

05/01/2025

9: NE Everett St (SR 500) & NE 43rd Ave

Existing 2025 F Item 9.

Weekday PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	19	269	298	22	266
Future Volume (veh/h)	224	19	269	298	22	266
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1979	1979	1791	1806	2057	2012
Adj Flow Rate, veh/h	238	10	286	0	23	283
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	346	308	564		514	1024
Arrive On Green	0.18	0.18	0.31	0.00	0.02	0.51
Sat Flow, veh/h	1884	1677	1791	1530	1959	2012
Grp Volume(v), veh/h	238	10	286	0	23	283
Grp Sat Flow(s),veh/h/ln	1884	1677	1791	1530	1959	2012
Q Serve(g_s), s	3.5	0.1	3.8	0.0	0.2	2.4
Cycle Q Clear(g_c), s	3.5	0.1	3.8	0.0	0.2	2.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	346	308	564		514	1024
V/C Ratio(X)	0.69	0.03	0.51		0.04	0.28
Avail Cap(c_a), veh/h	2316	2061	2140		1471	3779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	9.8	8.2	0.0	5.8	4.1
Incr Delay (d2), s/veh	2.4	0.0	1.5	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.1	2.1	0.0	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.6	9.9	9.7	0.0	5.8	4.3
LnGrp LOS	B	A	A		A	A
Approach Vol, veh/h	248		286			306
Approach Delay, s/veh	13.4		9.7			4.4
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	14.2			19.9	9.4
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	2.2	5.8			4.4	5.5
Green Ext Time (p_c), s	0.0	3.4			2.3	0.8
Intersection Summary						
HCM 7th Control Delay, s/veh			8.9			
HCM 7th LOS			A			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

05/01/2025

Existing 2025 P

9: NE Everett St (SR 500) & NE 43rd Ave

Weekday PM Peak Hour

	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group						
Lane Configurations						
Traffic Volume (vph)	224	19	269	298	22	266
Future Volume (vph)	224	19	269	298	22	266
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	12.1	12.1	17.7	40.9	19.2	19.2
Actuated g/C Ratio	0.30	0.30	0.43	1.00	0.47	0.47
v/c Ratio	0.46	0.04	0.37	0.21	0.04	0.33
Control Delay (s/veh)	15.6	7.0	11.6	0.3	6.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	7.0	11.6	0.3	6.7	8.5
LOS	B	A	B	A	A	A
Approach Delay (s/veh)	15.0		5.7			8.3
Approach LOS	B		A			A

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 40.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay (s/veh): 8.4

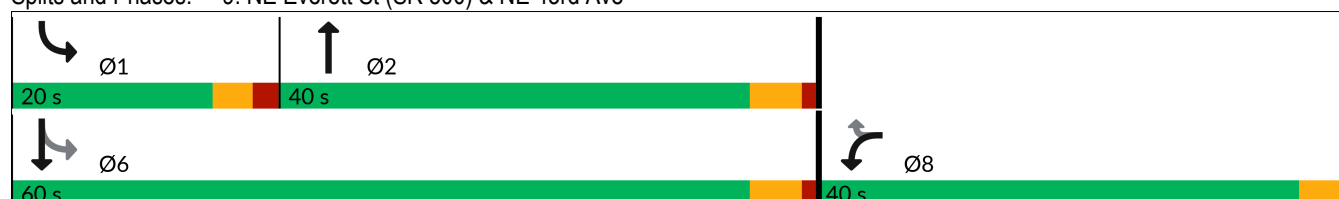
Intersection LOS: A

Intersection Capacity Utilization 38.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



MOVEMENT SUMMARY

Site: 10 [NE Everett St & NW Lake Rd_ExistingPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] ft				mph
South: NE Everett Street															
3	L2	All MCs	281	0.0	281	0.0	0.264	11.5	LOS B	1.6	39.6	0.53	0.66	0.53	32.0
8	T1	All MCs	359	1.0	359	1.0	0.295	4.9	LOS A	1.9	47.1	0.53	0.50	0.53	35.3
Approach			639	0.6	639	0.6	0.295	7.8	LOS A	1.9	47.1	0.53	0.57	0.53	33.7
North: NE Everett Street															
4	T1	All MCs	289	2.0	289	2.0	0.234	4.9	LOS A	1.4	35.9	0.48	0.48	0.48	35.3
14	R2	All MCs	265	0.0	265	0.0	0.208	4.9	LOS A	1.2	31.1	0.46	0.52	0.46	35.3
Approach			554	1.0	554	1.0	0.234	4.9	LOS A	1.4	35.9	0.47	0.50	0.47	35.3
West: NW Lake Road															
5	L2	All MCs	323	1.0	323	1.0	0.258	11.1	LOS B	1.6	39.8	0.49	0.64	0.49	32.0
12	R2	All MCs	371	0.0	371	0.0	0.292	5.0	LOS A	1.8	46.2	0.50	0.53	0.50	35.2
Approach			695	0.5	695	0.5	0.292	7.8	LOS A	1.8	46.2	0.49	0.58	0.49	33.6
All Vehicles			1888	0.7	1888	0.7	0.295	6.9	LOS A	1.9	47.1	0.50	0.55	0.50	34.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

04/23/2025

11: NE Everett St (SR 500) & NE 17th Ave

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection

Int Delay, s/veh 1.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 50 18 56 400 425 43

Future Vol, veh/h 50 18 56 400 425 43

Conflicting Peds, #/hr 0 0 6 0 0 6

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 50 - - -

Veh in Median Storage, # 1 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 0 4 0 0 2

Mvmt Flow 53 19 59 421 447 45

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1015 476 499 0 - 0

Stage 1 476 - - - - -

Stage 2 539 - - - - -

Critical Hdwy 6.4 6.2 4.14 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.236 - - -

Pot Cap-1 Maneuver 266 593 1055 - - -

Stage 1 629 - - - - -

Stage 2 589 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 249 590 1050 - - -

Mov Cap-2 Maneuver 382 - - - - -

Stage 1 591 - - - - -

Stage 2 586 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 15.29 1.06 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1050 - 421 - -

HCM Lane V/C Ratio 0.056 - 0.17 - -

HCM Ctrl Dly (s/v) 8.6 - 15.3 - -

HCM Lane LOS A - C - -

HCM 95th %tile Q(veh) 0.2 - 0.6 - -

04/24/2025

12: NE Everett St (SR 500) & NE 15th Ave

Existing 2025 F

Item 9.

Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	45	10	33	6	8	28	12	383	3	40	325	78
Future Vol, veh/h	45	10	33	6	8	28	12	383	3	40	325	78
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	48	11	35	6	9	30	13	407	3	43	346	83

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	912	909	387	871	948	411	429	0	0	411	0	0
Stage 1	472	472	-	435	435	-	-	-	-	-	-	-
Stage 2	439	436	-	436	514	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	257	267	665	274	263	645	1142	-	-	1159	-	-
Stage 1	576	546	-	604	584	-	-	-	-	-	-	-
Stage 2	600	566	-	603	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	225	254	665	237	250	644	1142	-	-	1159	-	-
Mov Cap-2 Maneuver	225	254	-	237	250	-	-	-	-	-	-	-
Stage 1	555	525	-	597	578	-	-	-	-	-	-	-
Stage 2	557	560	-	539	519	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21.95		14.67		0.25		0.74	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	305	417	1159	-
HCM Lane V/C Ratio	0.011	-	-	0.307	0.107	0.037	-
HCM Ctrl Dly (s/v)	8.2	-	-	22	14.7	8.2	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0.4	0.1	-

04/23/2025

13: NE Everett St (SR 500) & NE 14th Ave

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	14.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	73	31	0	0	24	301	0	1	0	325	0	44
Future Vol, veh/h	73	31	0	0	24	301	0	1	0	325	0	44
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	2	0	0	0	1	0	0
Mvmt Flow	79	34	0	0	26	327	0	1	0	353	0	48
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	748	733	26	-	756	5	48	0	0	2	0	0
Stage 1	730	730	-	-	2	-	-	-	-	-	-	-
Stage 2	17	2	-	-	754	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	-	6.5	6.22	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	-	4	3.318	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	331	347	1056	0	340	1078	1572	-	-	1627	-	-
Stage 1	417	426	-	0	898	-	-	-	-	-	-	-
Stage 2	1007	892	-	0	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	269	1054	-	263	1074	1572	-	-	1625	-	-
Mov Cap-2 Maneuver	164	269	-	-	263	-	-	-	-	-	-	-
Stage 1	323	330	-	-	897	-	-	-	-	-	-	-
Stage 2	678	891	-	-	326	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	50.65		11.87		0		6.9					
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1572	-	-	186	875	1321	-	-				
HCM Lane V/C Ratio	-	-	-	0.609	0.404	0.217	-	-				
HCM Ctrl Dly (s/v)	0	-	-	50.7	11.9	7.8	0	-				
HCM Lane LOS	A	-	-	F	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	3.4	2	0.8	-	-				

04/23/2025
14: NE 6th Ave & Division St

Existing 2025 F
Weekday PM Peak Hour

Item 9.

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations		↕↕	↕↕		↕	↕
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Traffic Vol, veh/h	165	686	568	28	8	111
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Future Vol, veh/h	165	686	568	28	8	111
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Conflicting Peds, #/hr	3	0	0	3	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	50
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	-8	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	1	1	2	0	0	1
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Mvmt Flow	174	722	598	29	8	117
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	630	0	0
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	4.12	-	-
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	2.21	-	-
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Pot Cap-1 Maneuver	955	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	952	-	-
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	SB
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HCM Ctrl Dly, s/v	3.06	0	11.69
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HCM LOS			B
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
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Capacity (veh/h)	698	-	-	-	207	730
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HCM Lane V/C Ratio	0.182	-	-	-	0.041	0.16
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HCM Ctrl Dly (s/v)	9.6	1.5	-	-	23.1	10.9
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HCM Lane LOS	A	A	-	-	C	B
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HCM 95th %tile Q(veh)	0.7	-	-	-	0.1	0.6
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04/23/2025

15: NW Lacamas Ln & NW Lake Rd

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	601	3	78	436	10	60
Future Vol, veh/h	601	3	78	436	10	60
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	639	3	83	464	11	64
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	643	0	1271	642
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	-	-	4.1	-	5.2	5.6
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	952	-	286	532
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	952	-	261	531
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	602	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.39		13.66		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	261	531	-	-	952	-
HCM Lane V/C Ratio	0.041	0.12	-	-	0.087	-
HCM Ctrl Dly (s/v)	19.4	12.7	-	-	9.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0.3	-

04/23/2025

16: NW Sierra St & NW Lake Rd

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	511	145	95	340	72	100
Future Vol, veh/h	511	145	95	340	72	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	3	1
Mvmt Flow	538	153	100	358	76	105
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	691	0	1172	614
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	-	-	4.11	-	6.43	6.21
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.309
Pot Cap-1 Maneuver	-	-	909	-	212	494
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	909	-	188	494
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	508	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.06		23.54		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	494	-	-	909	-
HCM Lane V/C Ratio	0.403	0.213	-	-	0.11	-
HCM Ctrl Dly (s/v)	36.4	14.3	-	-	9.5	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	0.8	-	-	0.4	-

04/23/2025

17: NW Leadbetter Dr & NW Lake Rd

Existing 2025 F Item 9.

Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	527	6	70	337	6	3	5	115	10	7	13
Future Vol, veh/h	7	527	6	70	337	6	3	5	115	10	7	13
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	8
Mvmt Flow	8	573	7	76	366	7	3	5	125	11	8	14
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	373	0	0	582	0	0	1118	1119	579	1113	1119	371
Stage 1	-	-	-	-	-	-	594	594	-	522	522	-
Stage 2	-	-	-	-	-	-	523	525	-	591	598	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1197	-	-	1002	-	-	186	208	519	188	208	662
Stage 1	-	-	-	-	-	-	495	496	-	542	534	-
Stage 2	-	-	-	-	-	-	541	533	-	497	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	999	-	-	160	191	517	127	191	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	191	-	127	191	-
Stage 1	-	-	-	-	-	-	490	491	-	500	494	-
Stage 2	-	-	-	-	-	-	481	492	-	370	490	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	0.1		1.51			16			23.96			
HCM LOS						C			C			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	460	1197	-	-	999	-	-	222				
HCM Lane V/C Ratio	0.291	0.006	-	-	0.076	-	-	0.147				
HCM Ctrl Dly (s/v)	16	8	-	-	8.9	-	-	24				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	1.2	0	-	-	0.2	-	-	0.5				

05/01/2025

Existing 2025 F

18: NW Parker St & NW Lake Rd

Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	415	136	43	295	25	181	120	98	43	90	17
Future Volume (veh/h)	19	415	136	43	295	25	181	120	98	43	90	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1885	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	21	456	100	47	324	18	199	132	87	47	99	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1	0	1	0	1	1	0	0	1	0
Cap, veh/h	579	558	468	284	514	28	375	182	120	209	175	25
Arrive On Green	0.24	0.29	0.29	0.09	0.15	0.15	0.10	0.17	0.17	0.05	0.11	0.11
Sat Flow, veh/h	1810	1900	1592	1810	3449	191	1795	1059	698	1810	1613	228
Grp Volume(v), veh/h	21	456	100	47	168	174	199	0	219	47	0	113
Grp Sat Flow(s),veh/h/ln	1810	1900	1592	1810	1791	1849	1795	0	1757	1810	0	1842
Q Serve(g_s), s	0.0	12.7	2.7	0.0	5.0	5.1	0.0	0.0	6.7	0.0	0.0	3.3
Cycle Q Clear(g_c), s	0.0	12.7	2.7	0.0	5.0	5.1	0.0	0.0	6.7	0.0	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	579	558	468	284	267	276	375	0	302	209	0	200
V/C Ratio(X)	0.04	0.82	0.21	0.17	0.63	0.63	0.53	0.00	0.72	0.22	0.00	0.56
Avail Cap(c_a), veh/h	579	1307	1095	737	1551	1602	498	0	741	424	0	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	18.8	15.2	23.8	22.8	22.8	22.5	0.0	22.4	26.0	0.0	24.2
Incr Delay (d2), s/veh	0.0	1.1	0.1	0.1	0.9	0.9	1.2	0.0	1.2	0.5	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	8.7	1.6	1.0	3.6	3.7	4.2	0.0	4.7	1.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	19.9	15.3	23.9	23.7	23.7	23.7	0.0	23.6	26.5	0.0	25.1
LnGrp LOS	B	B	B	C	C	C	C		C	C		C
Approach Vol, veh/h	577			389			418			160		
Approach Delay, s/veh	19.0			23.8			23.7			25.5		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	22.5	8.2	15.7	19.2	14.0	11.5	12.5				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+l1), s	2.0	14.7	2.0	8.7	2.0	7.1	2.0	5.3				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.7	0.0	1.2	0.3	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

05/01/2025

Existing 2025 F

18: NW Parker St & NW Lake Rd

Weekday PM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	415	136	43	295	181	120	43	90
Future Volume (vph)	19	415	136	43	295	181	120	43	90
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	26.5	22.4	22.4	28.1	24.1	22.5	16.5	14.7	9.7
Actuated g/C Ratio	0.42	0.35	0.35	0.44	0.38	0.36	0.26	0.23	0.15
v/c Ratio	0.04	0.68	0.22	0.13	0.26	0.37	0.50	0.15	0.41
Control Delay (s/veh)	14.6	25.8	2.3	14.0	17.7	19.9	25.8	18.7	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.6	25.8	2.3	14.0	17.7	19.9	25.8	18.7	33.3
LOS	B	C	A	B	B	B	C	B	C
Approach Delay (s/veh)		19.9			17.3		23.1		29.2
Approach LOS		B			B		C		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 63.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 21.0

Intersection LOS: C

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



04/30/2025

19: SE 283rd Ave & SE 23rd St

Existing 2025 F

Item 9.

Weekday PM Peak Hour

Intersection

Int Delay, s/veh 3.1

Movement WBL WBR NBT NBR SBL SBTLane Configurations 

Traffic Vol, veh/h 46 50 129 36 37 127

Future Vol, veh/h 46 50 129 36 37 127

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - 0 - - 0

Grade, % -3 - 2 - - -2

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 4 6 4 14 5 4

Mvmt Flow 52 57 147 41 42 144

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 395 167 0 0 188 0

Stage 1 167 - - - - -

Stage 2 228 - - - - -

Critical Hdwy 5.84 5.96 - - 4.15 -

Critical Hdwy Stg 1 4.84 - - - - -

Critical Hdwy Stg 2 4.84 - - - - -

Follow-up Hdwy 3.536 3.354 - - 2.245 -

Pot Cap-1 Maneuver 647 879 - - 1369 -

Stage 1 882 - - - - -

Stage 2 836 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 625 879 - - 1369 -

Mov Cap-2 Maneuver 625 - - - - -

Stage 1 882 - - - - -

Stage 2 808 - - - - -

Approach WB NB SB

HCM Ctrl Dly, s/v 10.74 0 1.74

HCM LOS B

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h) - - 736 406 -

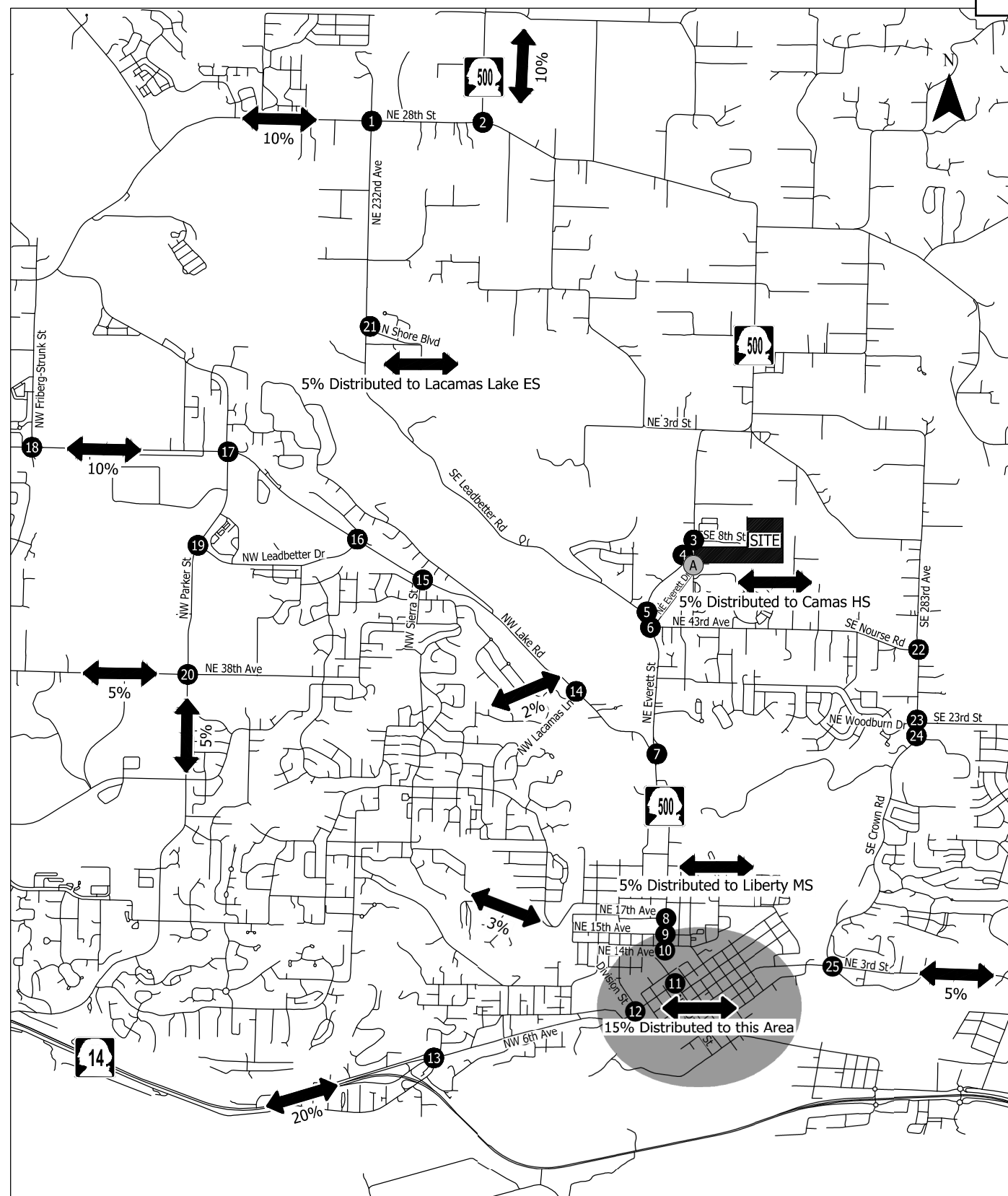
HCM Lane V/C Ratio - - 0.148 0.031 -

HCM Ctrl Dly (s/v) - - 10.7 7.7 0

HCM Lane LOS - - B A A

HCM 95th %tile Q(veh) - - 0.5 0.1 -

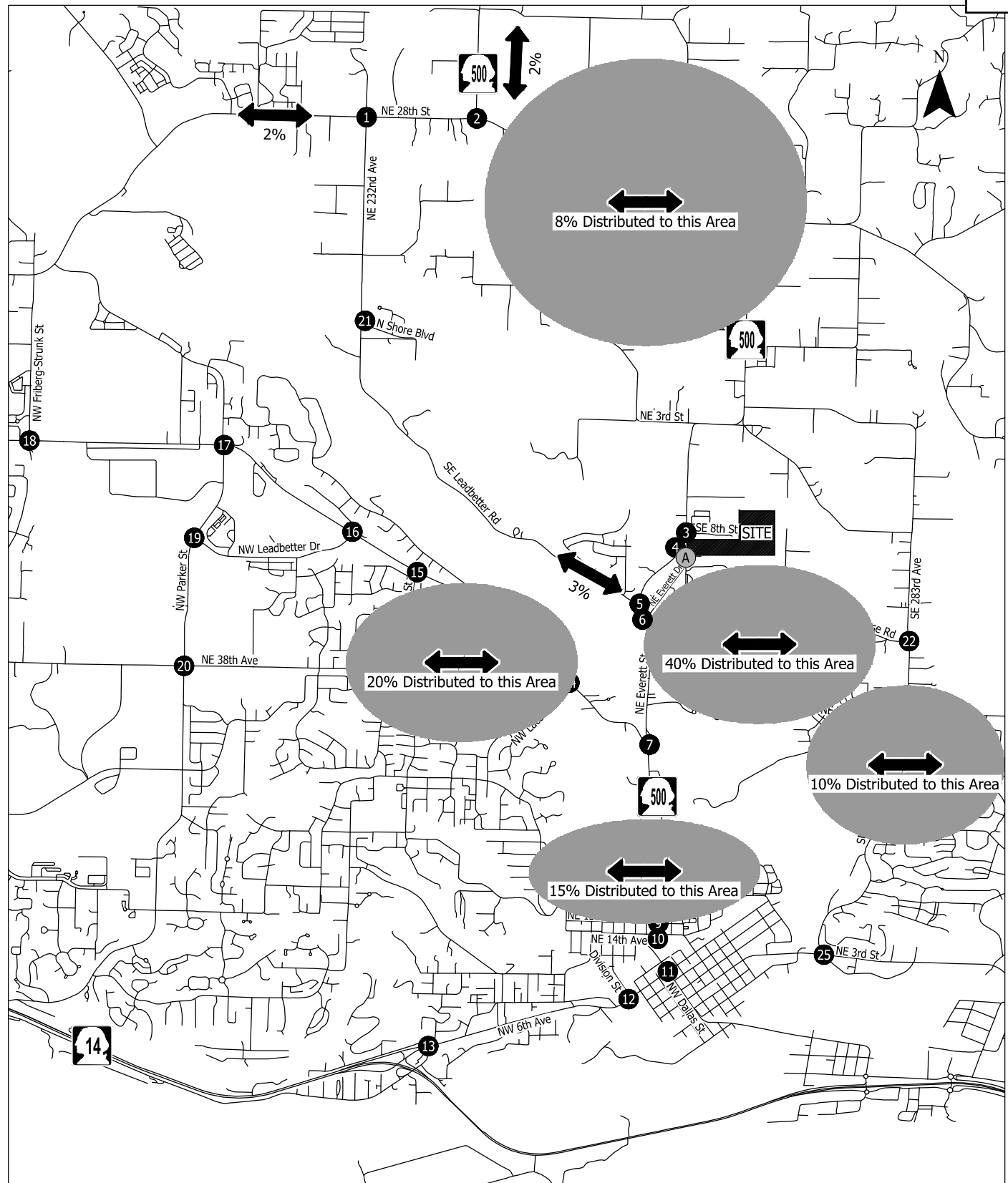
Appendix E: In-Process Data



C:\Users\rdoubleday\appdata\local\temp\AcPublish_23824\30088_figureset.dwg Oct 10, 2024 - 3:29pm - rdoubleday Layout Tab: Fig10 Residential Trip Distribution

Estimated Residential Site Trip Distribution Pattern Camas, Washington

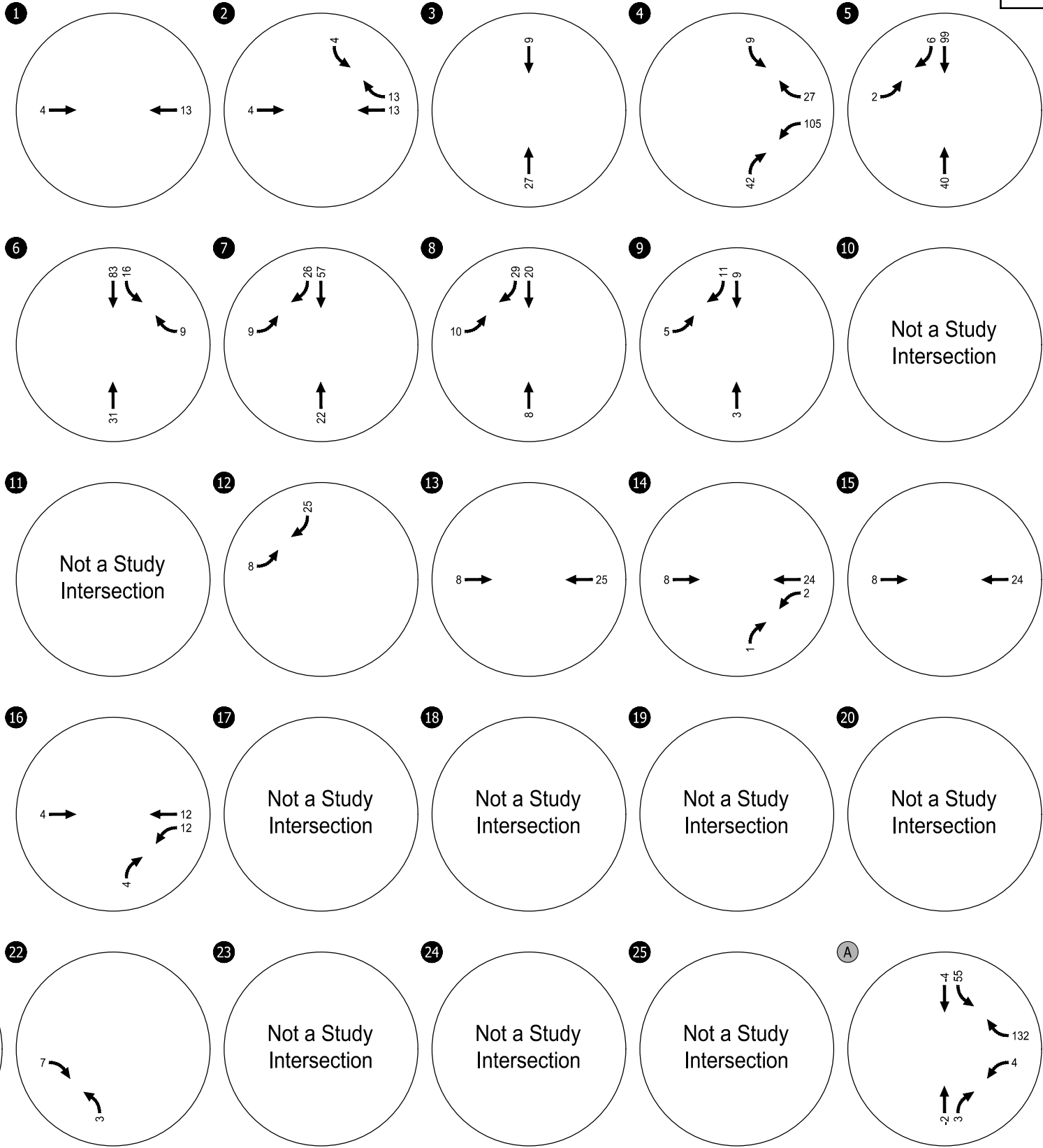
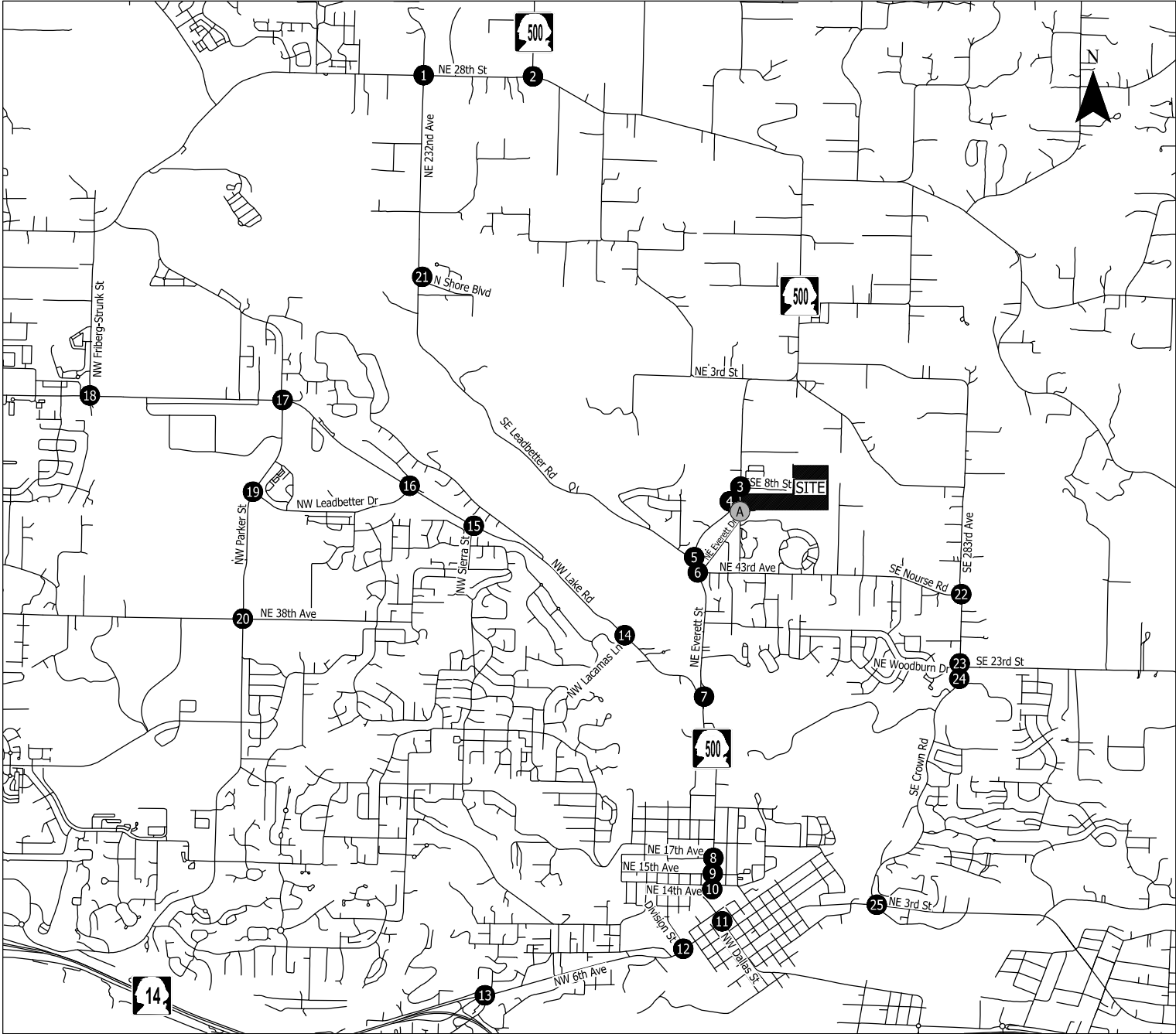
Figure
10



Estimated Commercial Site Trip Distribution Pattern Camas, Washington

Figure
11

0% Build-Out

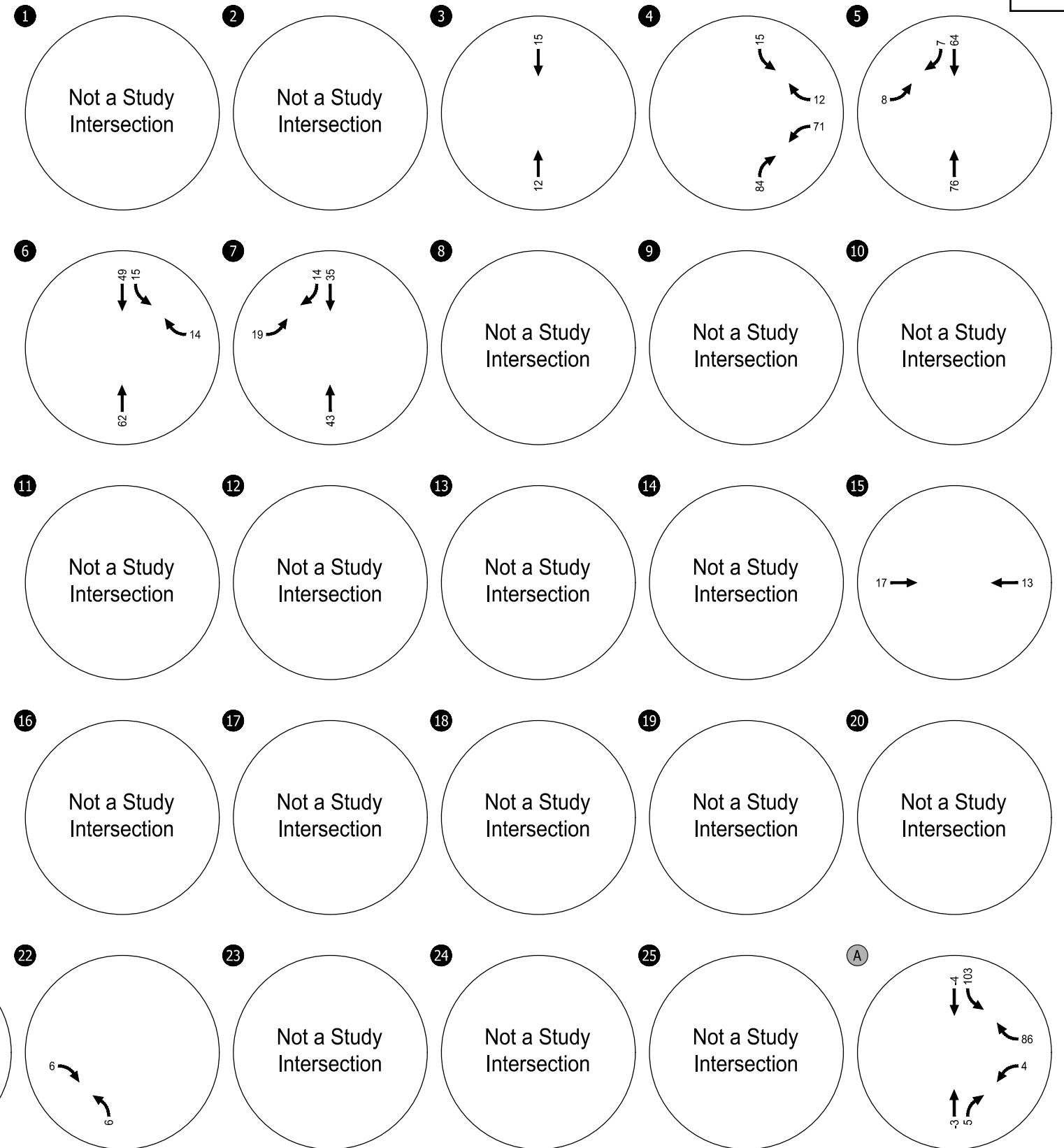
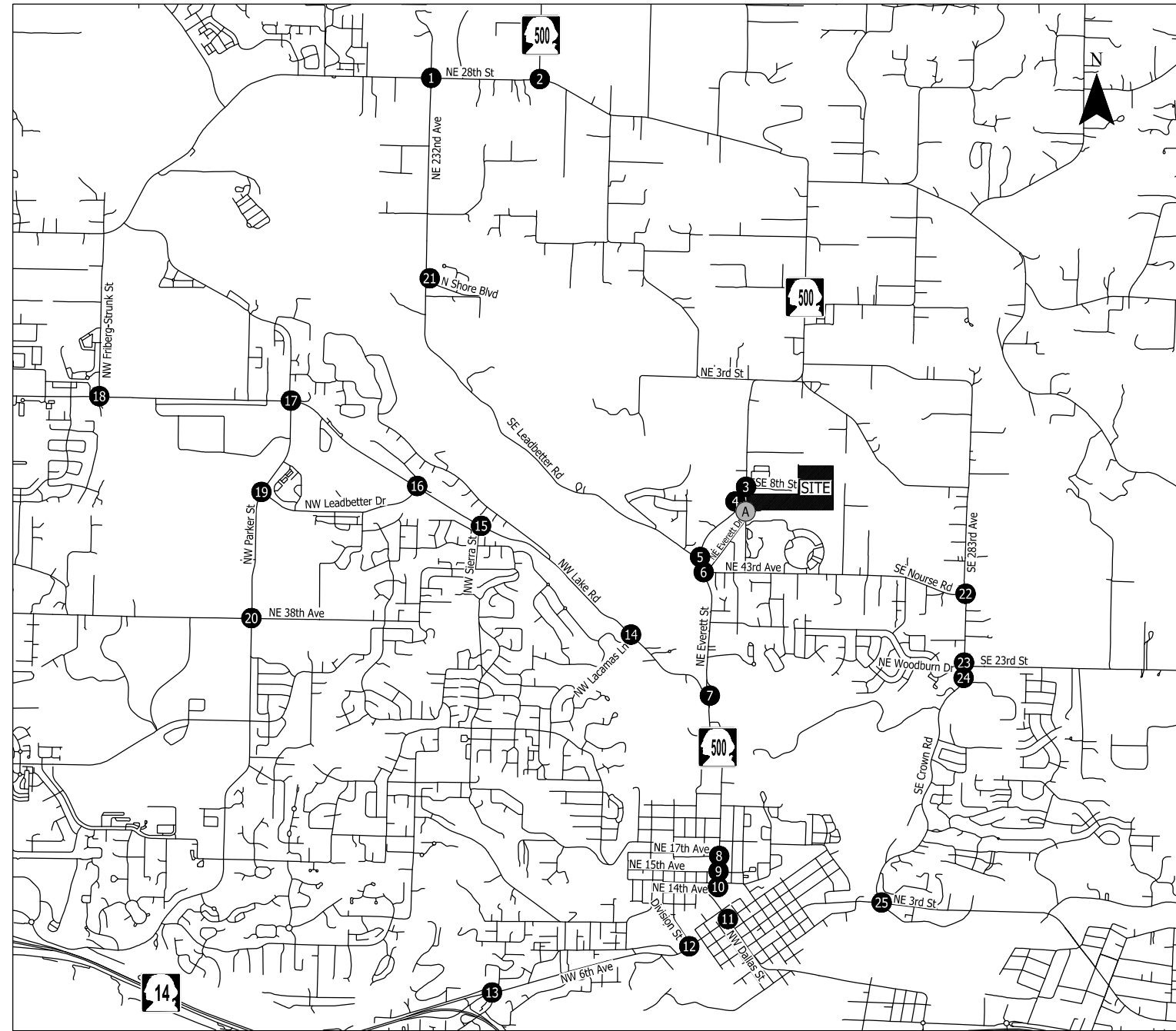


Note: Negative volumes reflect pass-by trips

- # Study Intersections
- A Site Driveway

Weekday AM Peak Hour
Site-Generated Trip Assignment
Camas, Washington

Figure
12

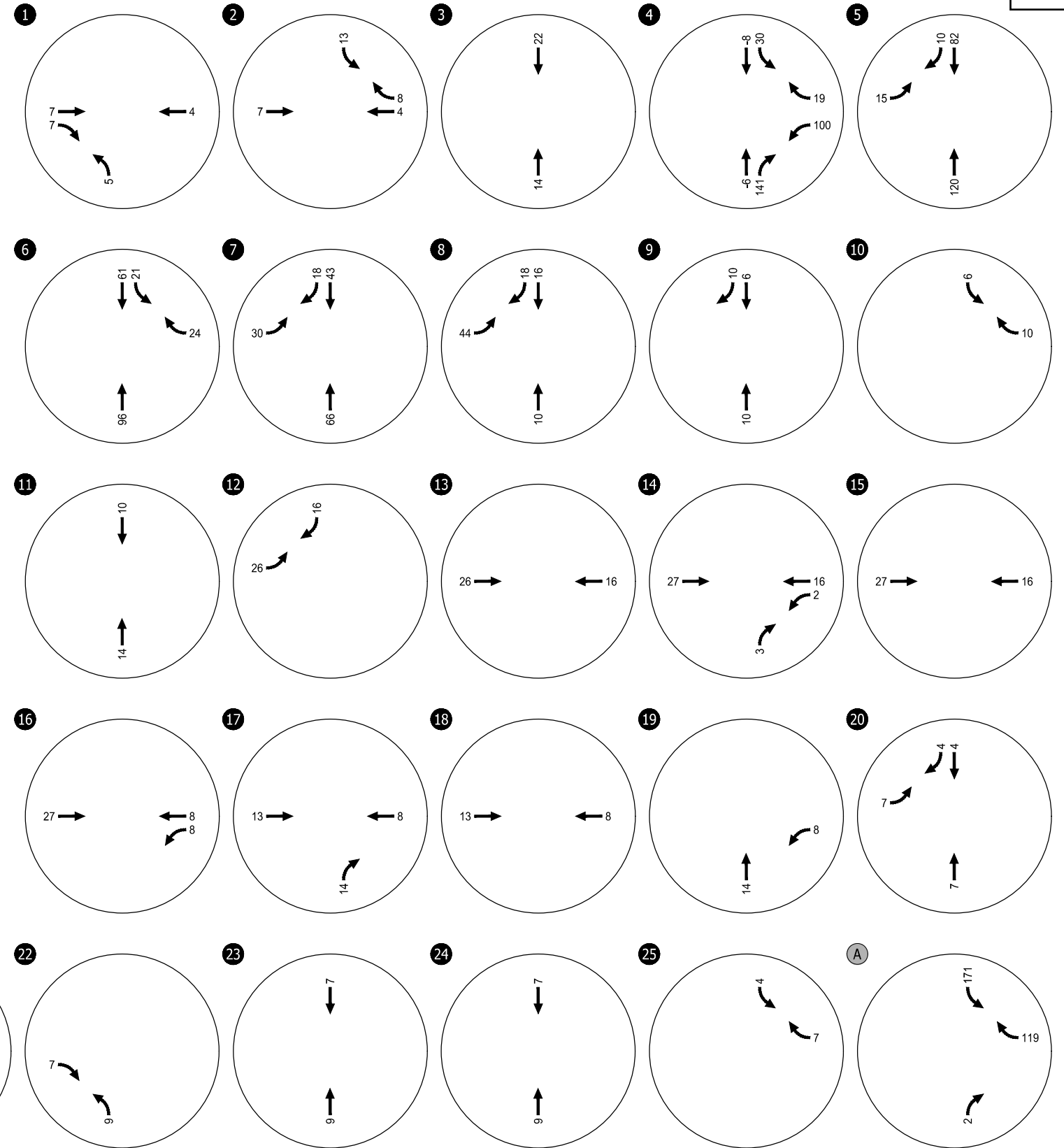
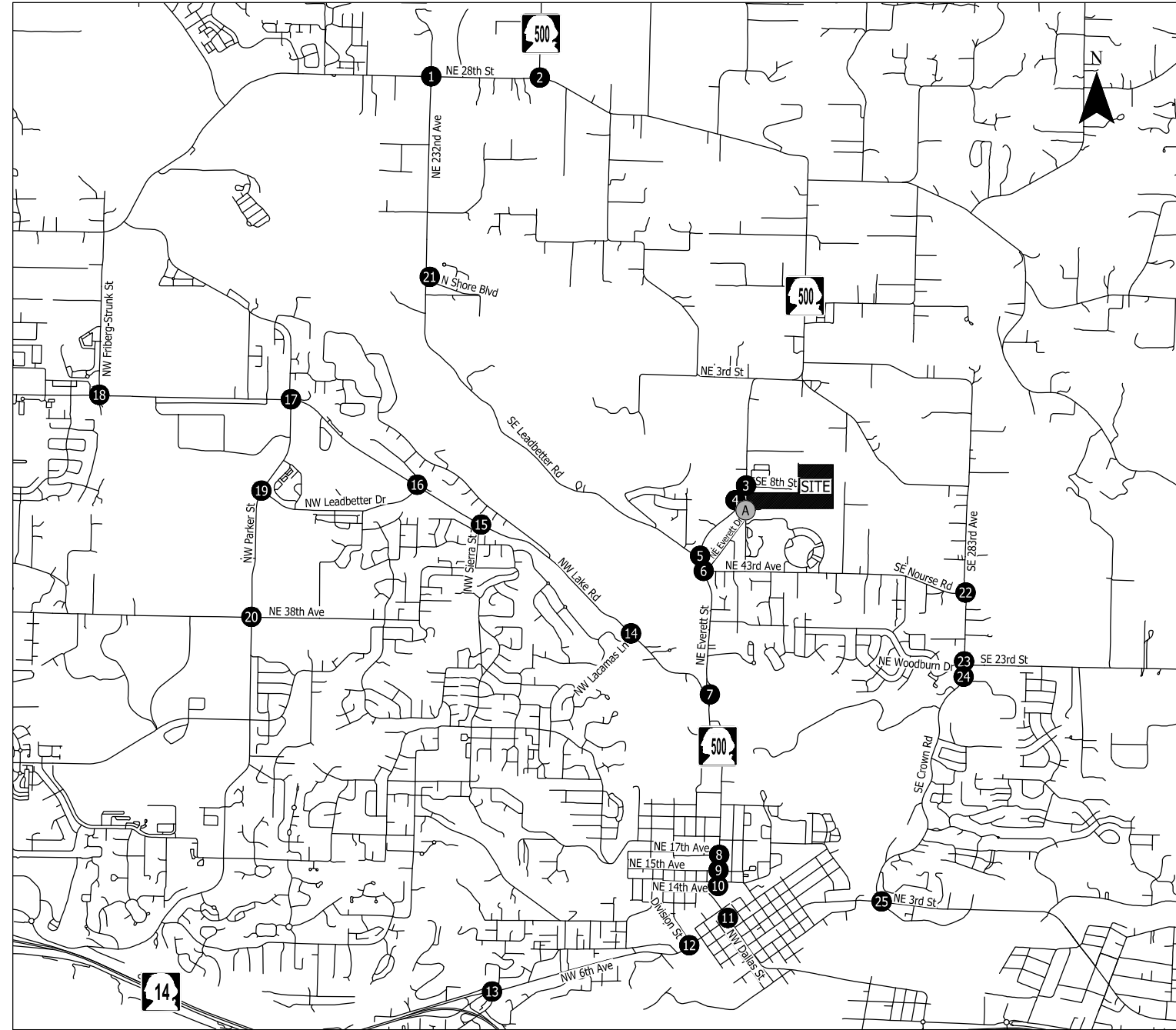


Note: Negative volumes reflect pass-by trips

-  Study Intersections
-  Site Driveway

Weekday School PM Peak Hour
Site-Generated Trip Assignment
Camas, Washington

Figure
13



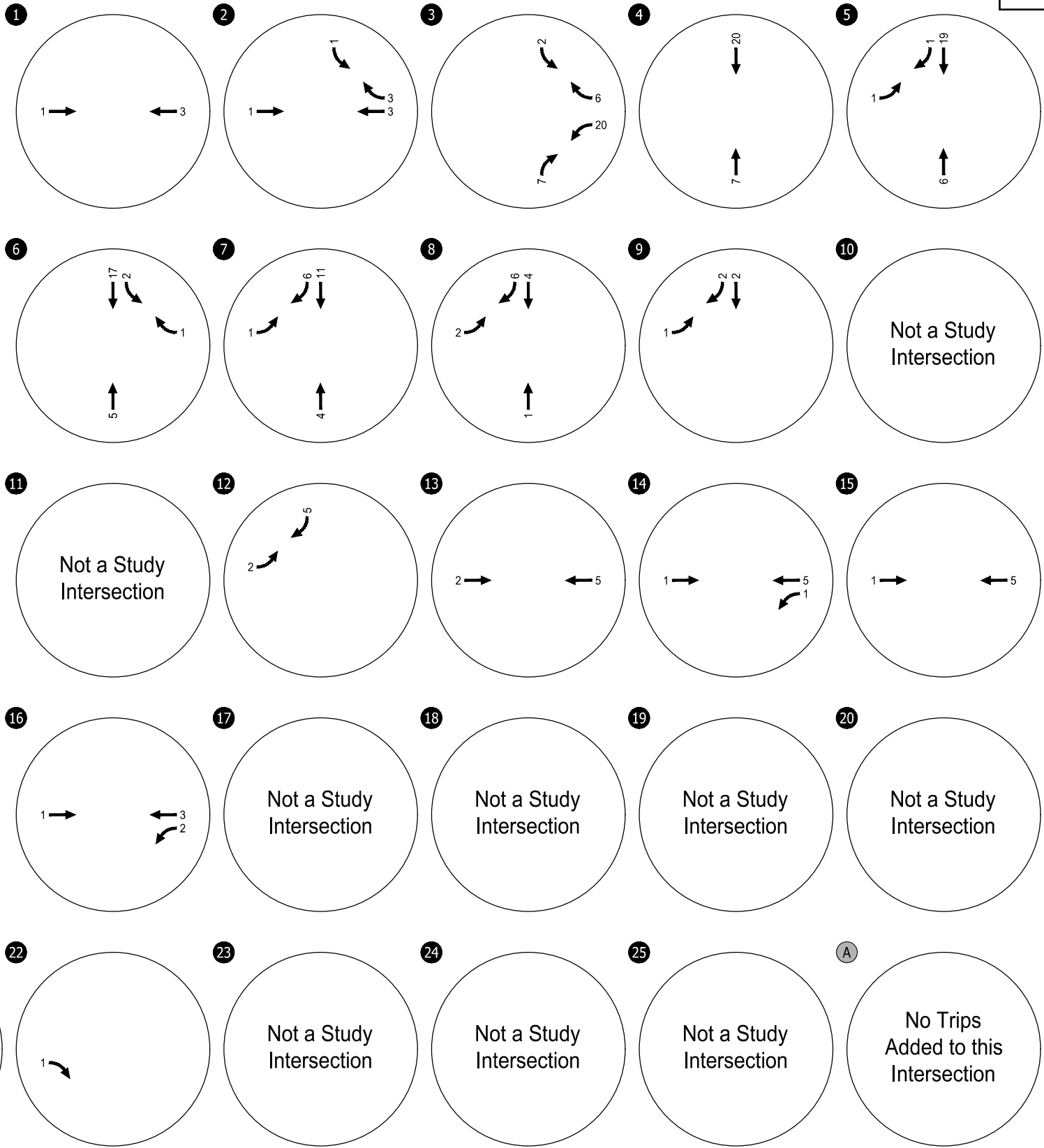
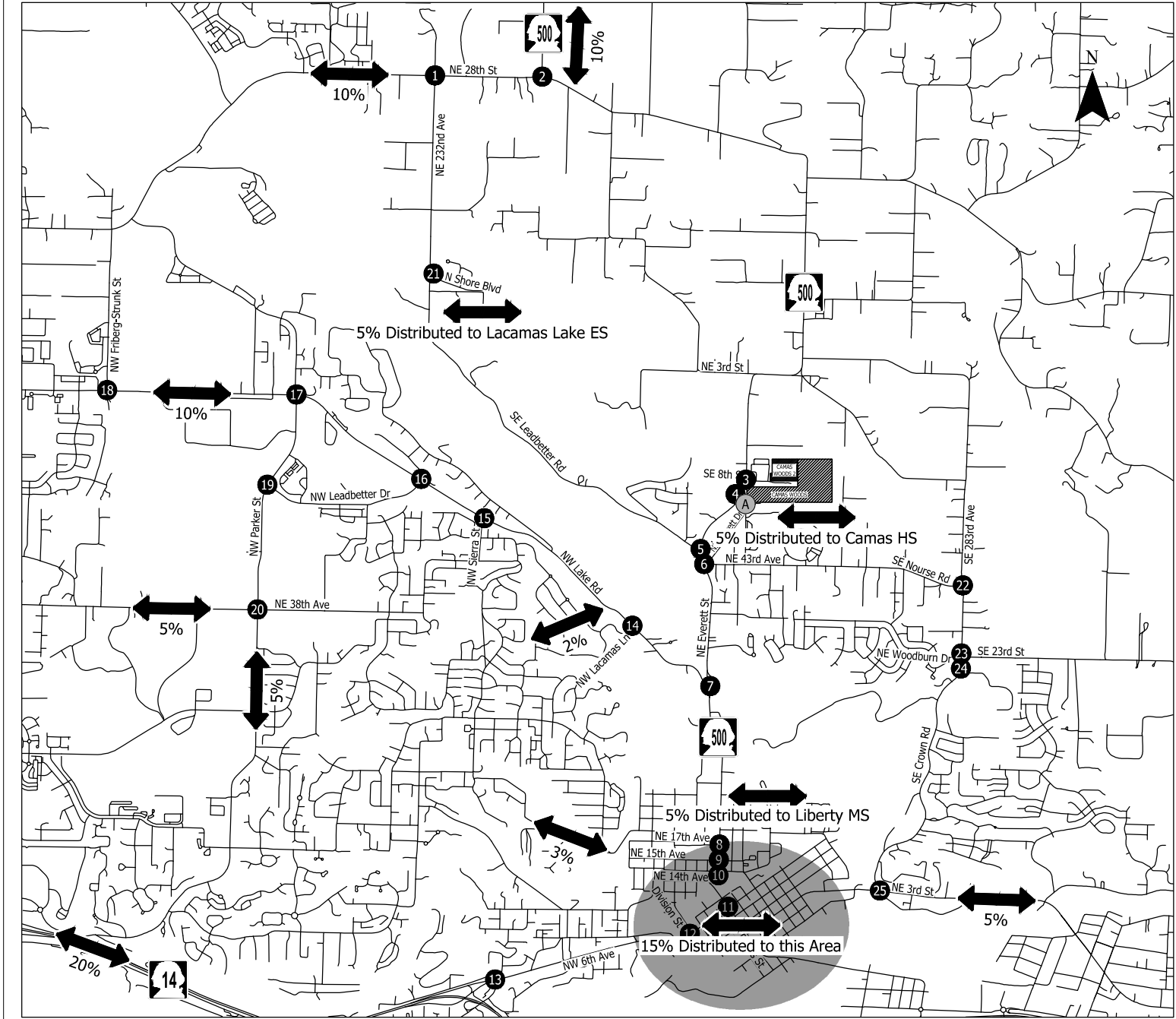
Note: Negative volumes reflect pass-by trips

-  Study Intersections
-  Site Driveway

Weekday PM Peak Hour
Site-Generated Trip Assignment
Camas, Washington

Figure
14

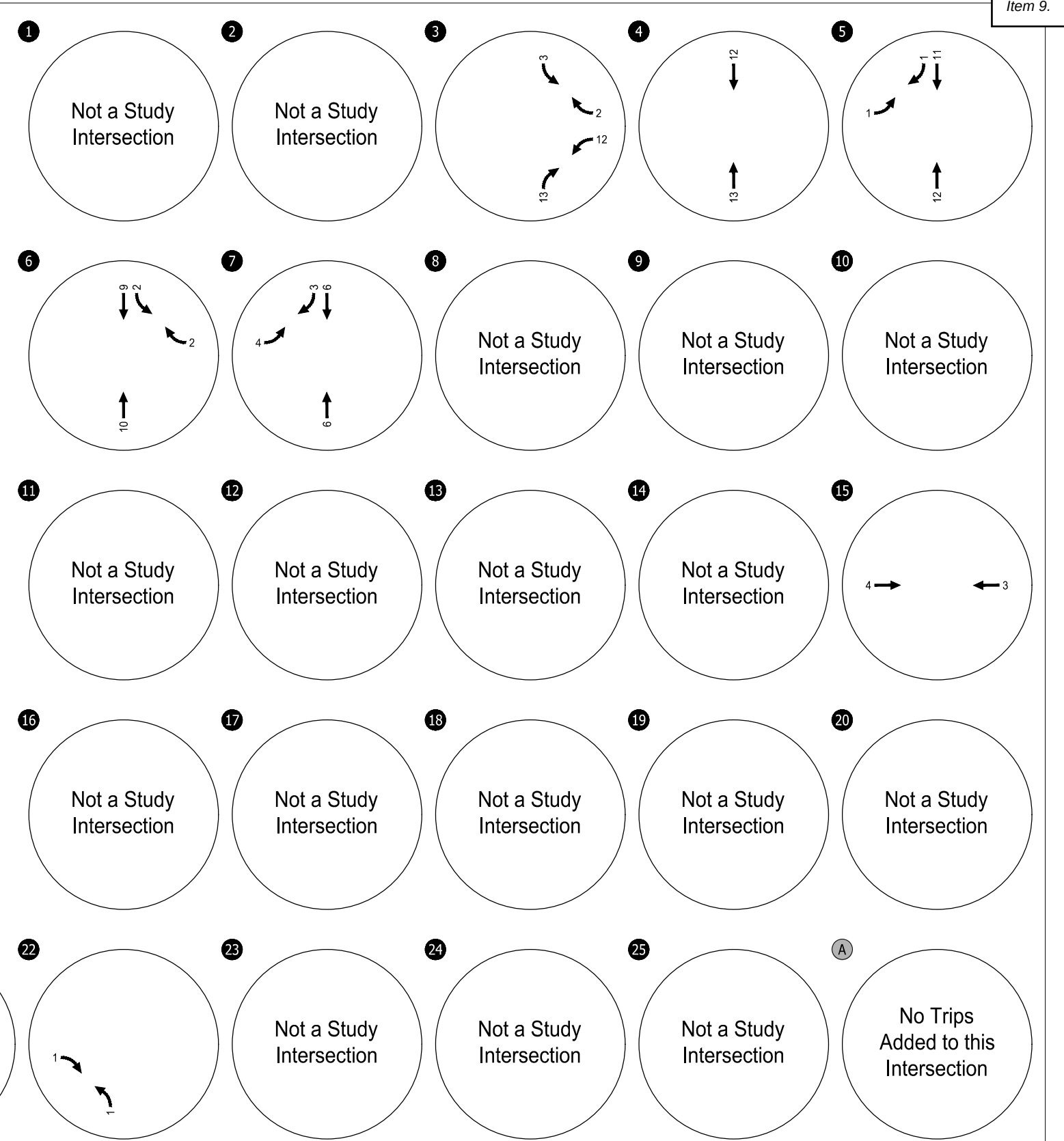
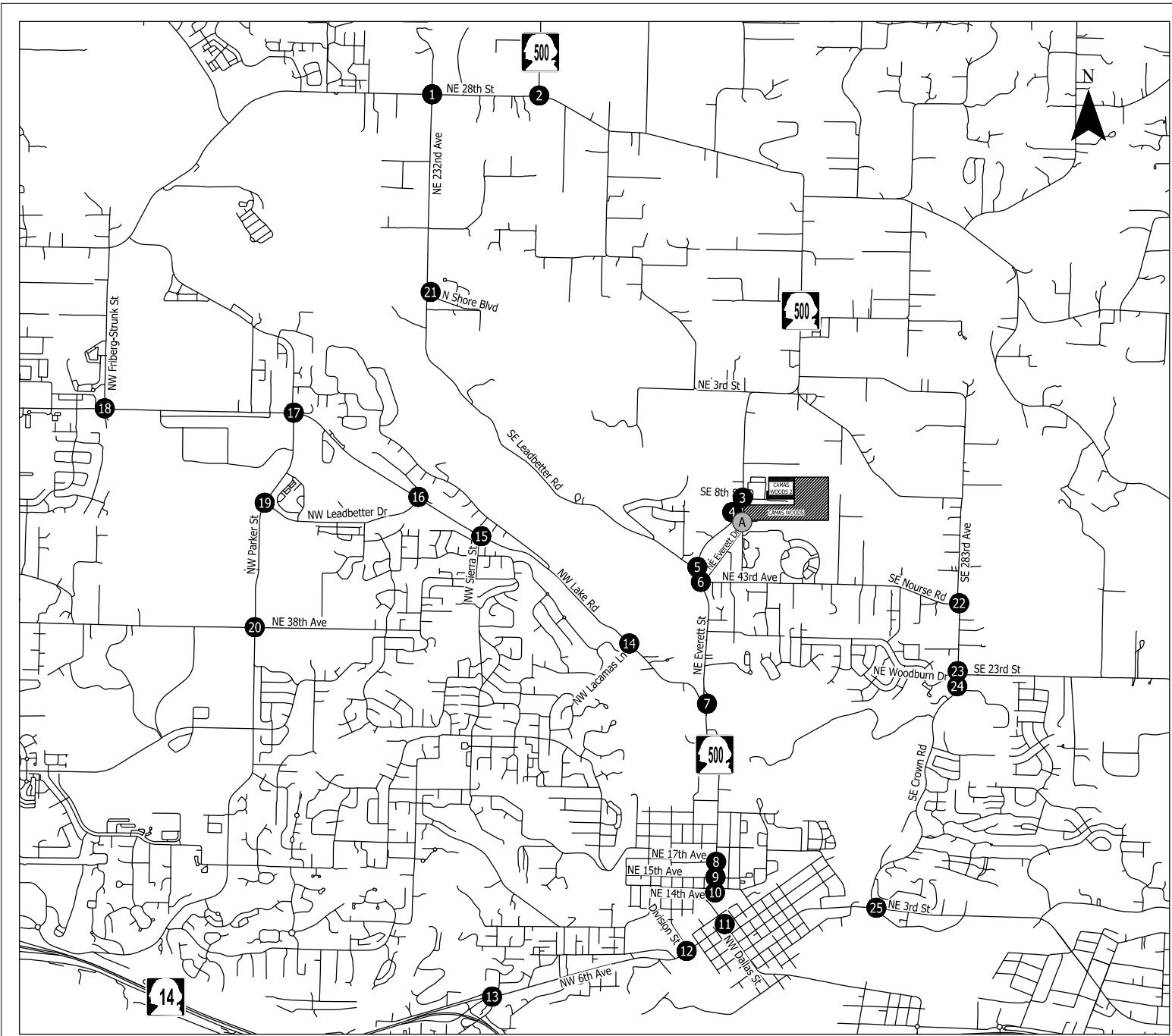
0% Build-Out



Study Intersections
A Site Driveway
XX% Trip Distribution Percentage

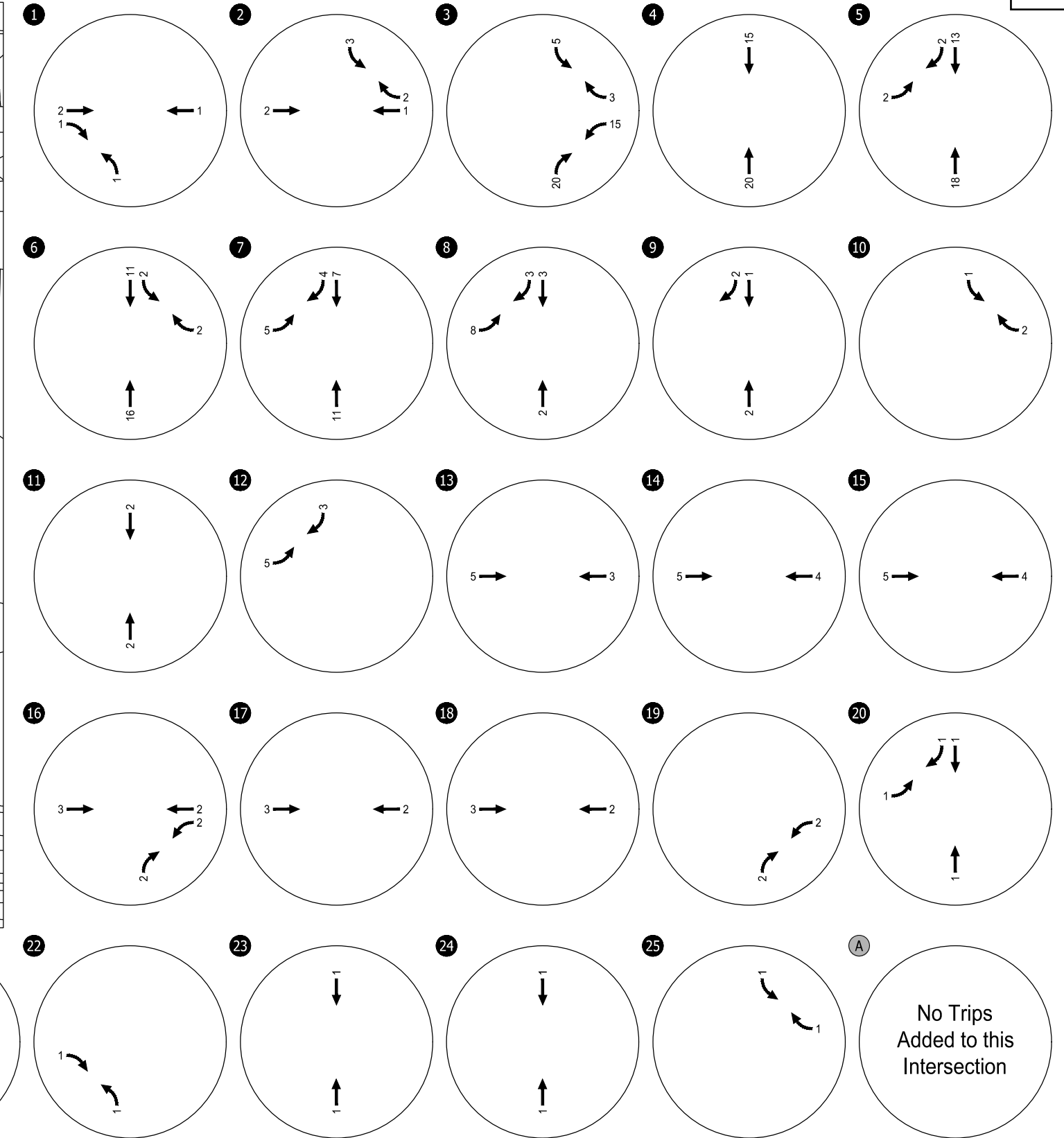
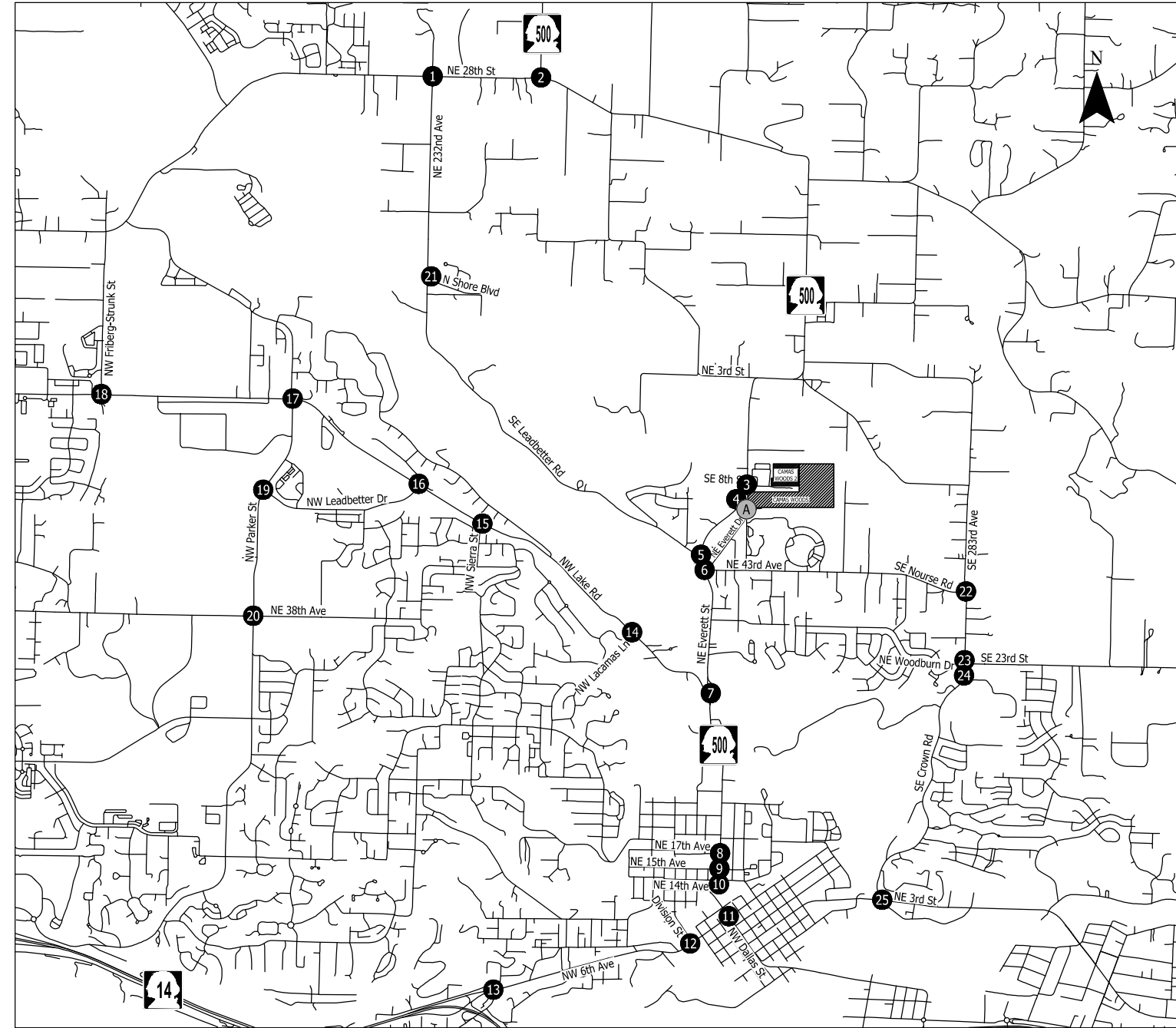
Site-Generated Trip Assignment
Weekday AM Peak Hour
Camas, Washington

Figure
3



Study Intersections
A Site Driveway
XX% Trip Distribution Percentage

Site-Generated Trip Assignment
Weekday School PM Peak Hour
Camas, Washington
Figure 4





Site-Generated Trip Assignment
Weekday PM Peak Hour
Camas, Washington

Figure
5

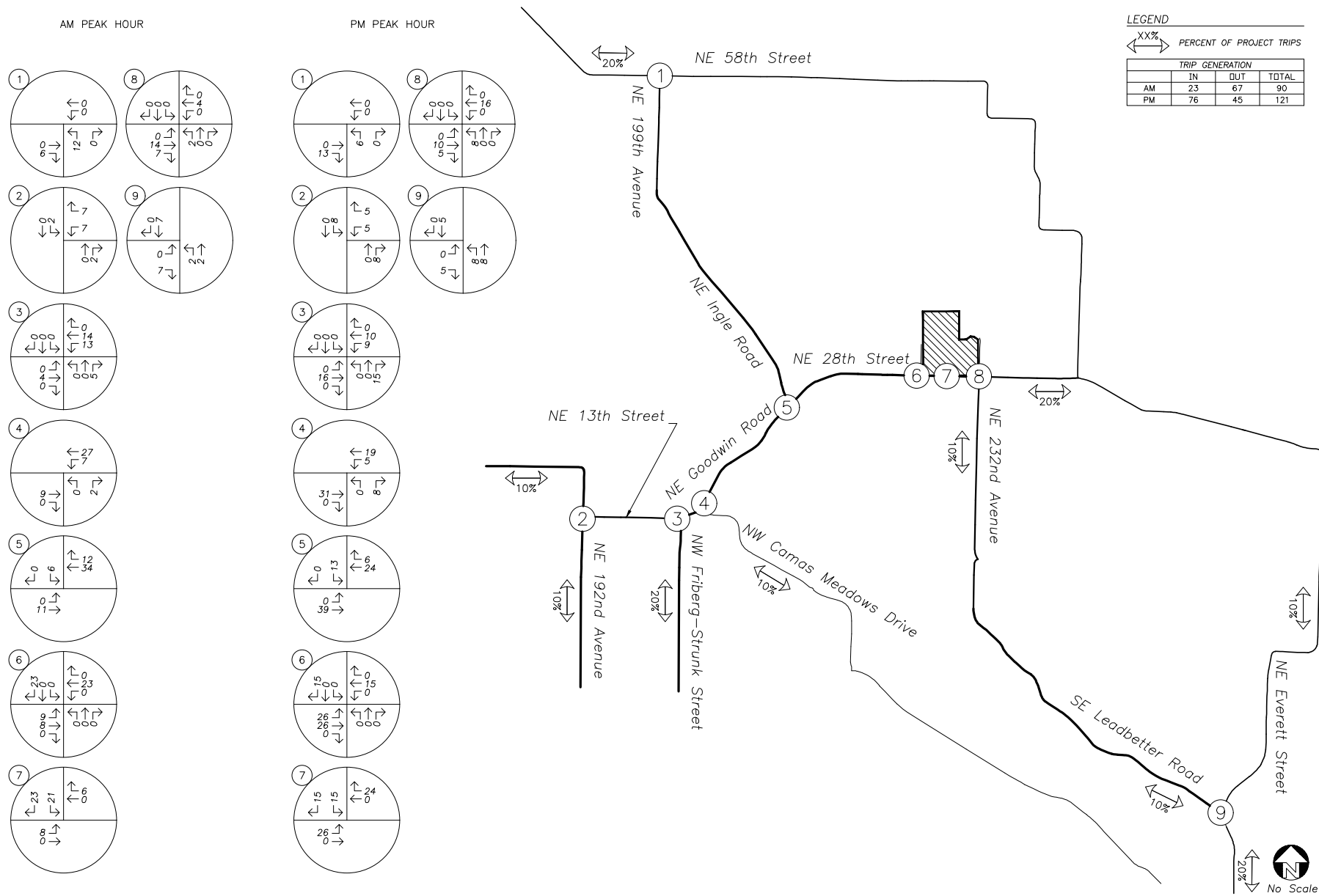


Figure 3
Camas Heights
10/22/2021

SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Site Trips

AM & PM Peak Hours

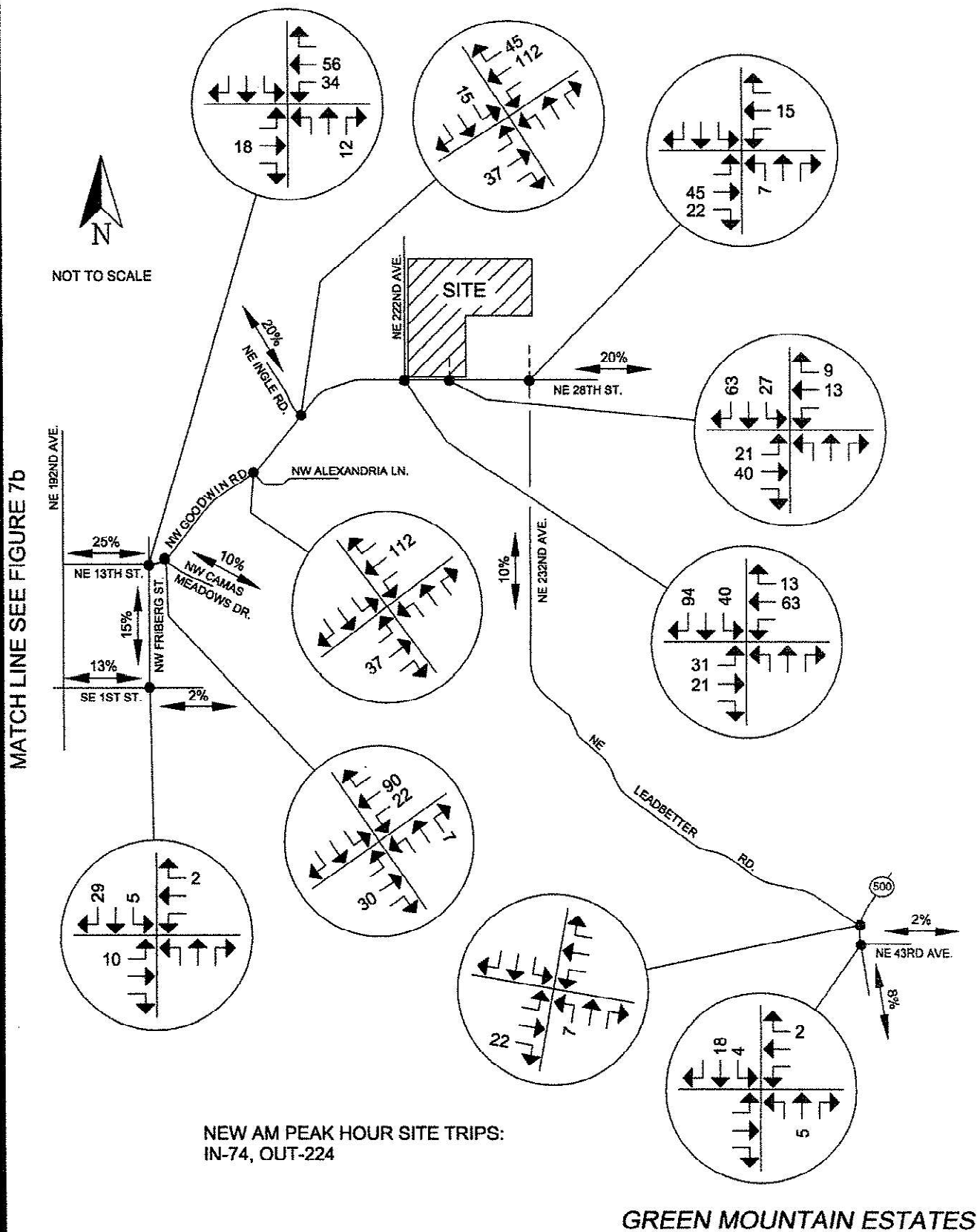
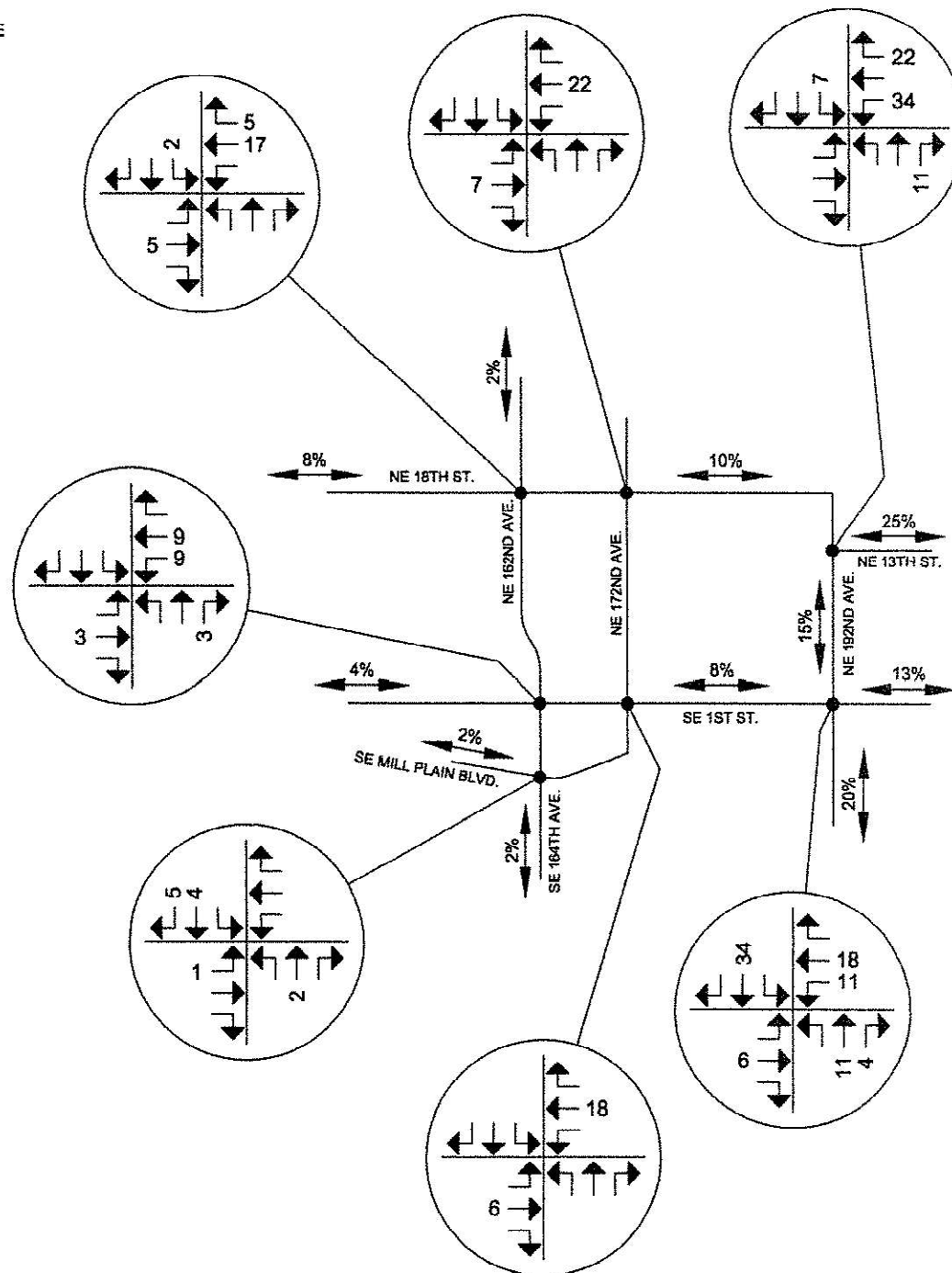


FIGURE 7a
**SITE TRAFFIC DISTRIBUTION/
 ASSIGNMENT, AM PEAK HOUR**

KELLY ENGINEERING

316 E. Fourth Plain, A-2, Vancouver, WA 98663

Phone: 360-433-7530



MATCH LINE SEE FIGURE 7a

GREEN MOUNTAIN ESTATES

FIGURE 7b
**SITE TRAFFIC DISTRIBUTION/
 ASSIGNMENT, AM PEAK HOUR**

KELLY ENGINEERING

316 E. Fourth Plain, A-2, Vancouver, WA 98663

Phone: 360-433-7530

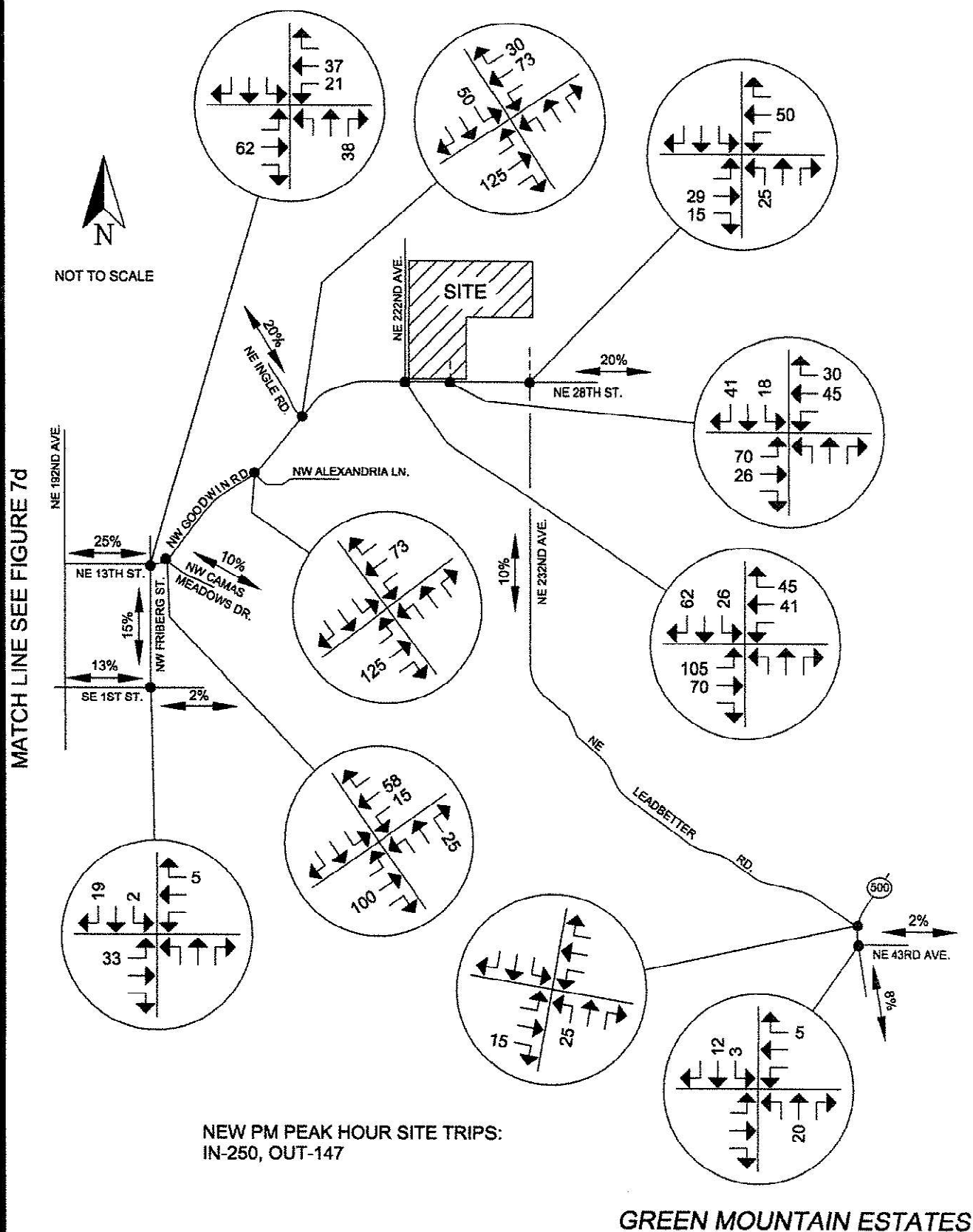
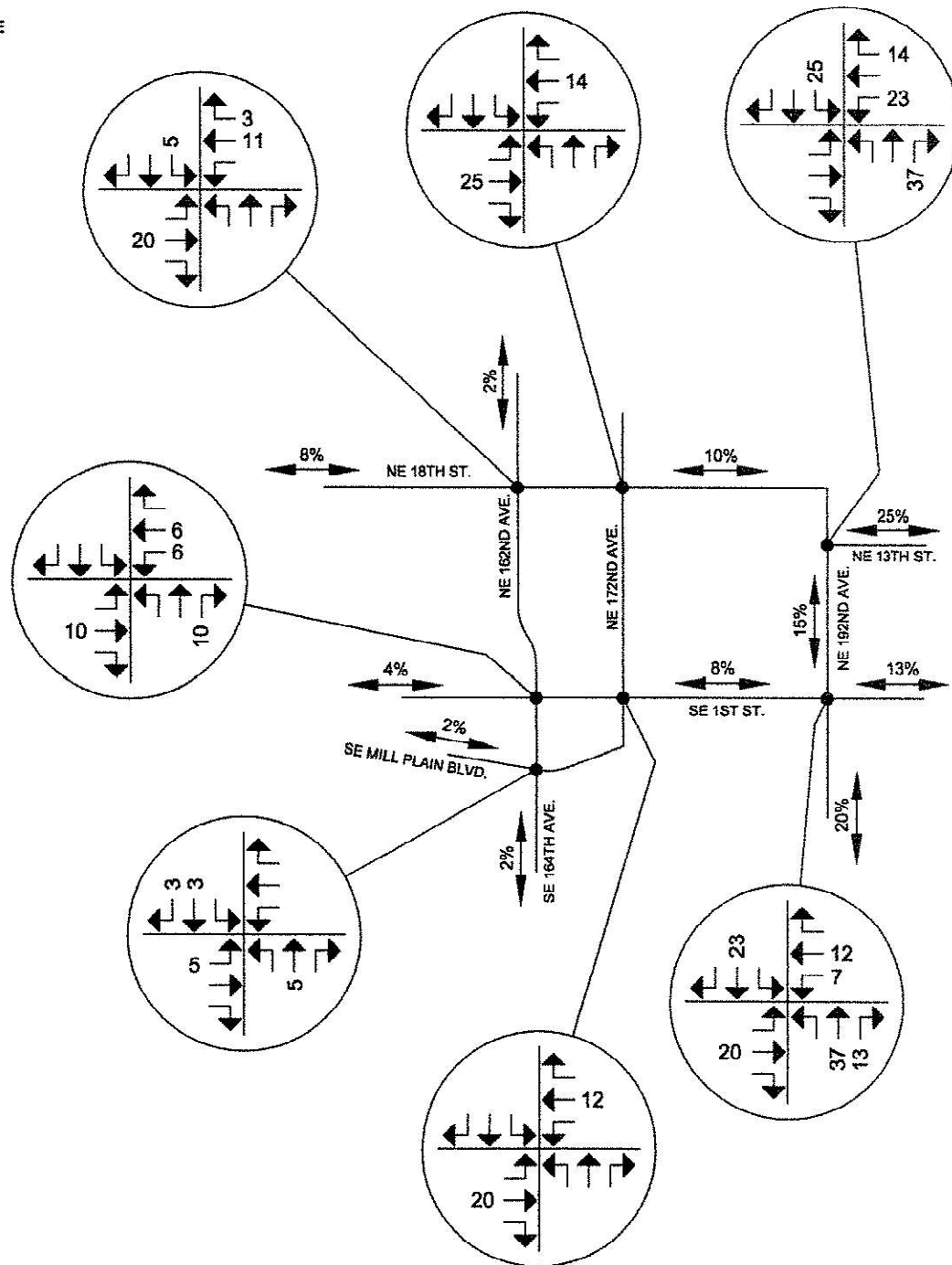


FIGURE 7c
SITE TRAFFIC DISTRIBUTION/
ASSIGNMENT, PM PEAK HOUR

KELLY ENGINEERING

316 E. Fourth Plain, A-2, Vancouver, WA 98663

Phone: 360-433-7530



MATCH LINE SEE FIGURE 7c

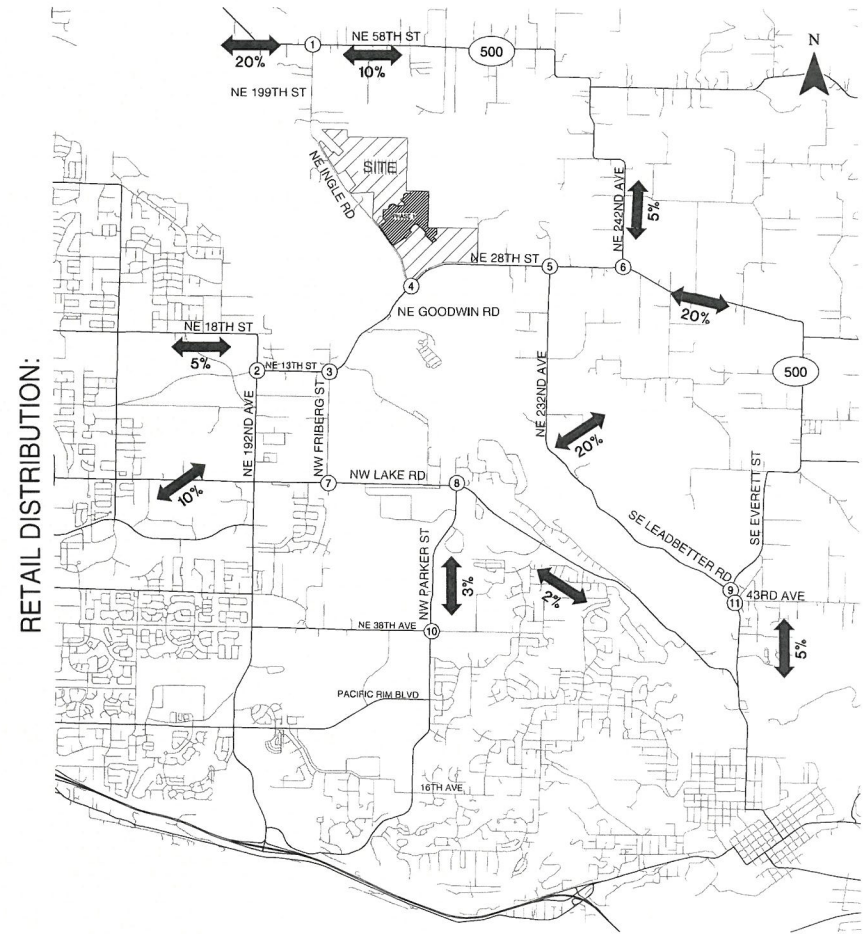
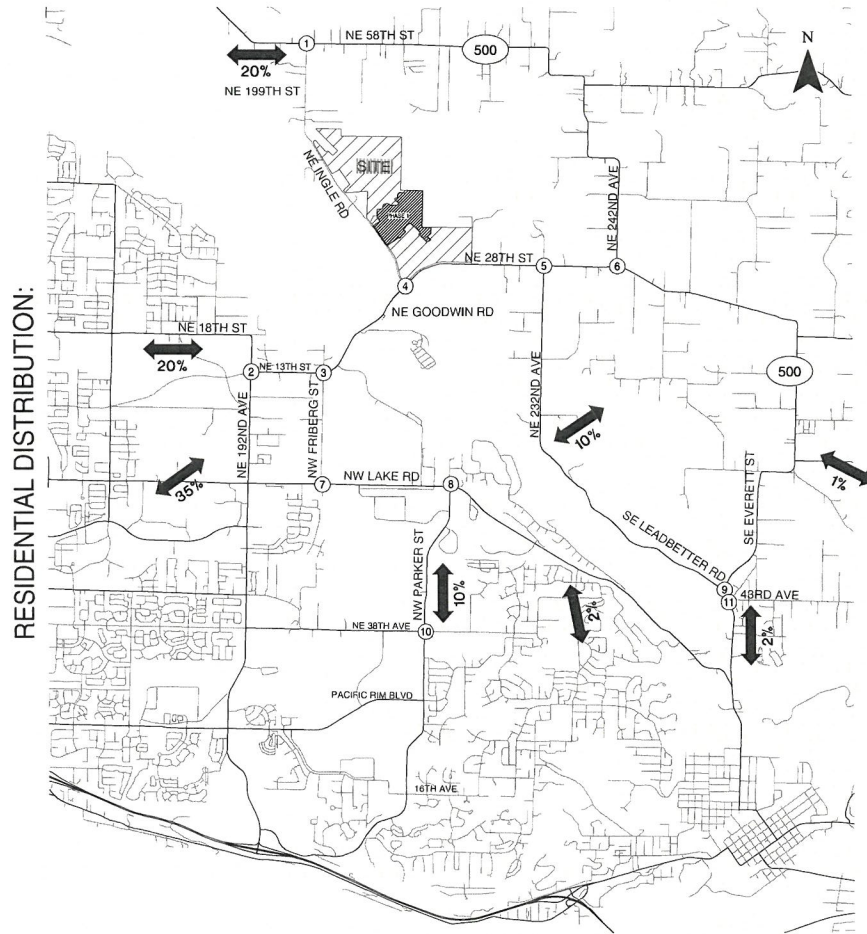
GREEN MOUNTAIN ESTATES

FIGURE 7d
SITE TRAFFIC DISTRIBUTION/
ASSIGNMENT, PM PEAK HOUR

KELLY ENGINEERING

316 E. Fourth Plain, A-2, Vancouver, WA 98663

Phone: 360-433-7530



Estimated Trip Distribution Pattern
Camas, Washington

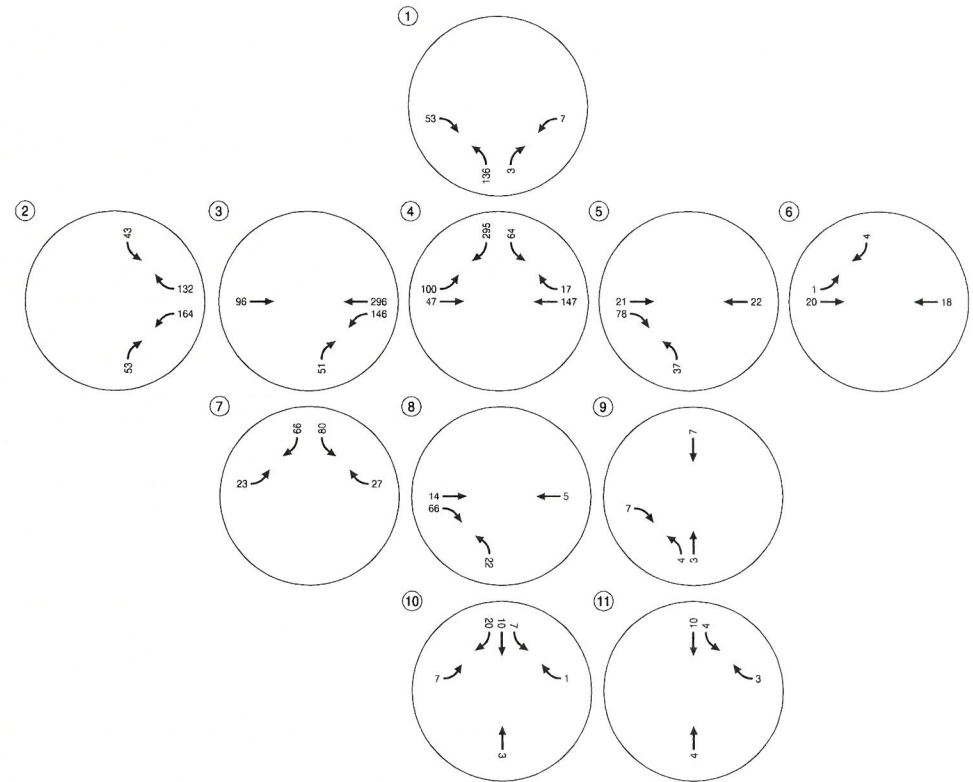
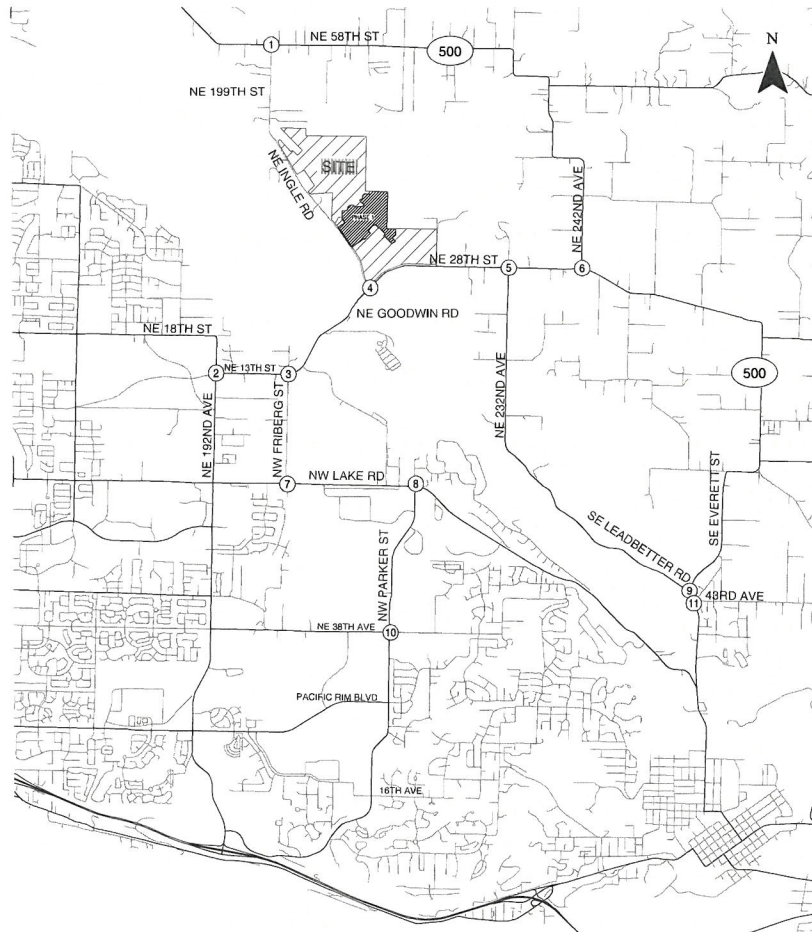
Figure
6

75% Build-Out

Item 9.

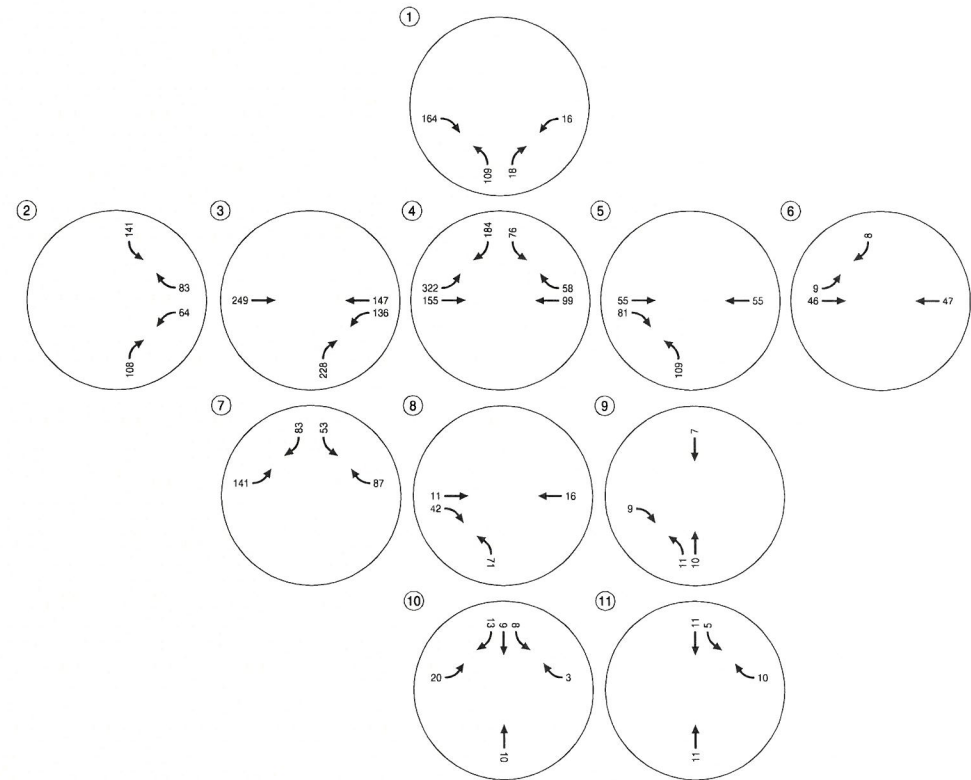
Green Mountain Master Plan

November 2014



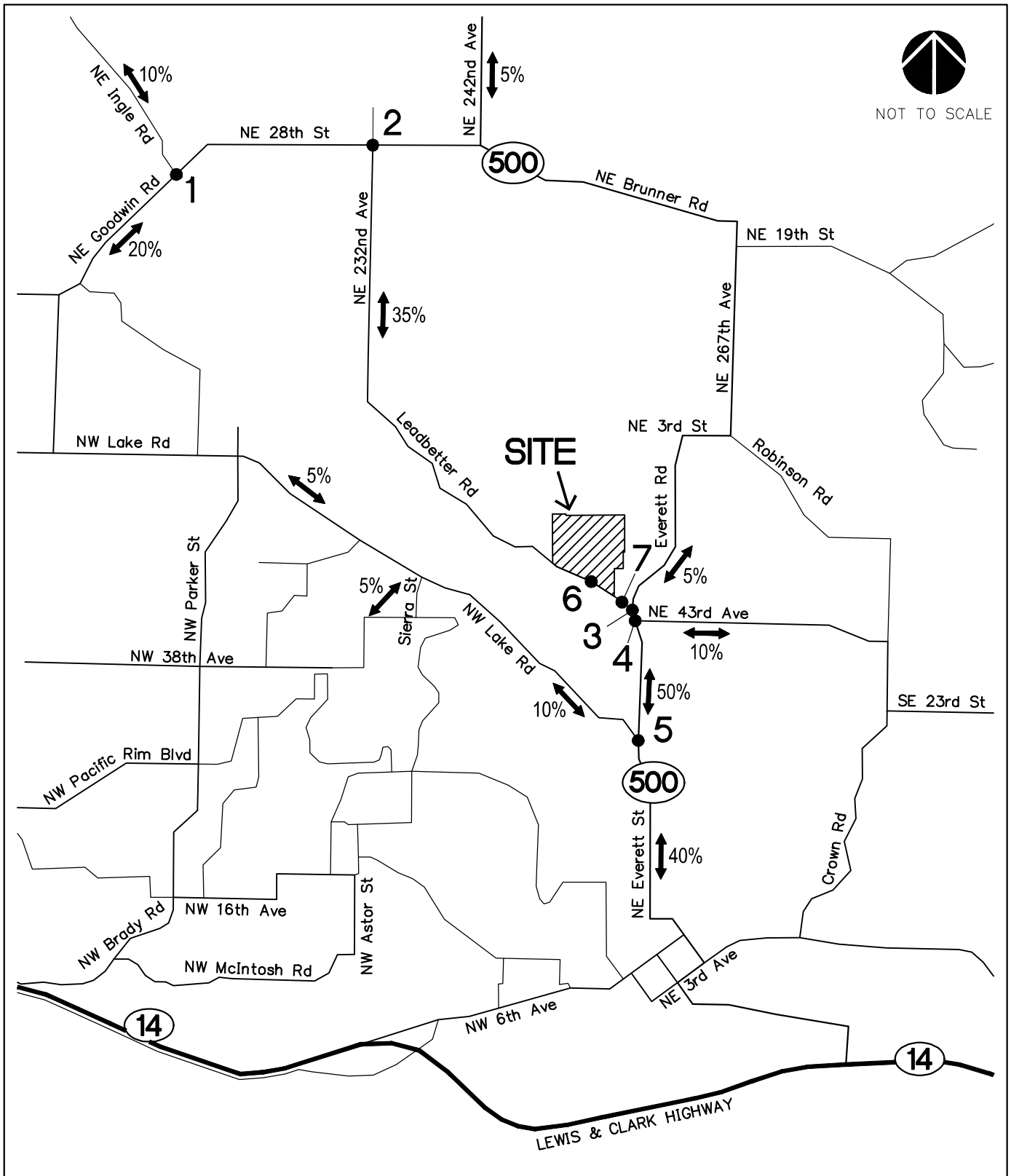
Total Estimated Trip Assignment - Full Build-Out
Weekday AM Peak Hour
Camas, Washington

Figure
9

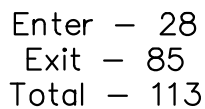


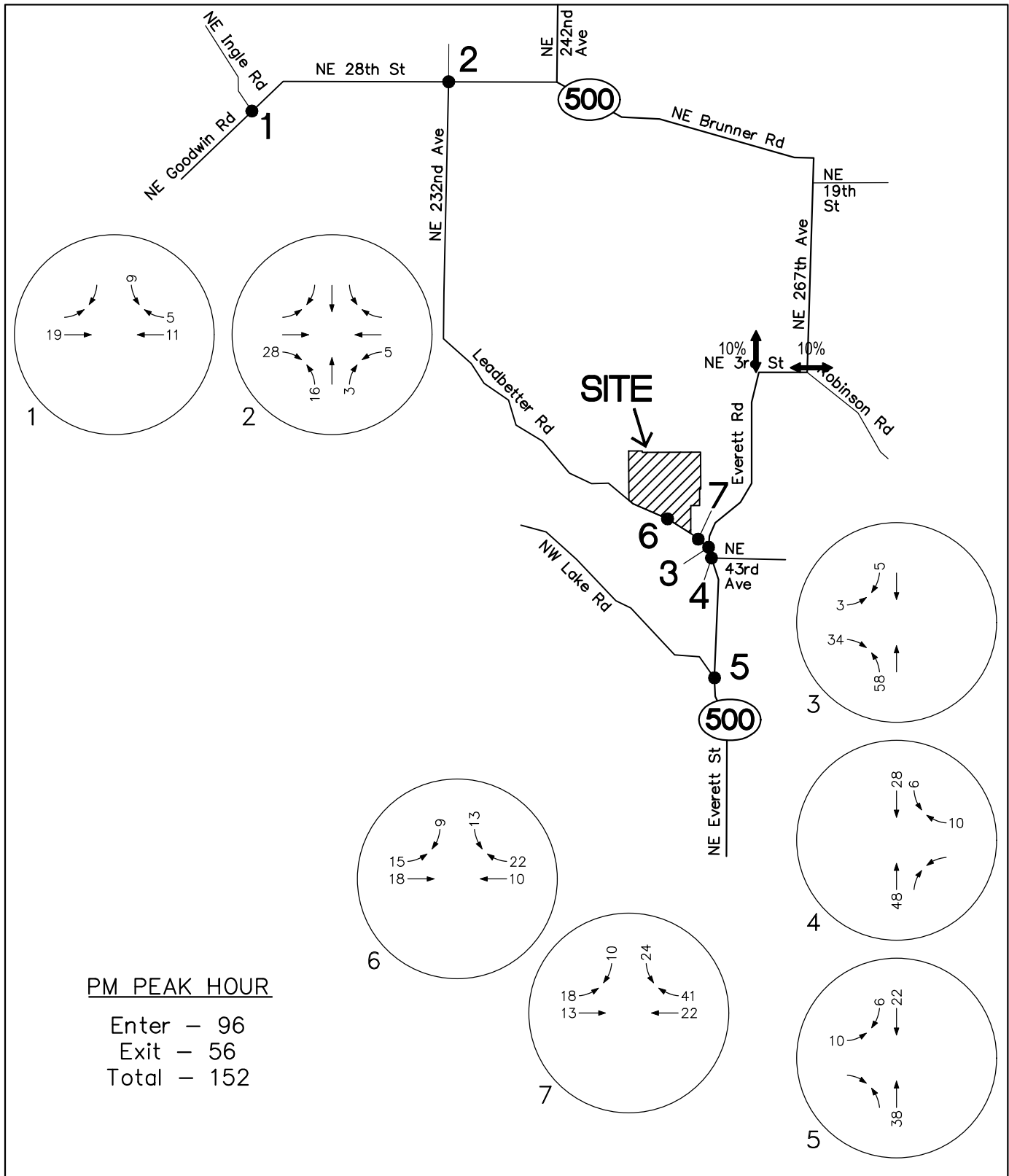
Total Estimated Trip Assignment - Full Build-Out
Weekday PM Peak Hour
Camas, Washington

Figure
10



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	Architecture - Interiors Planning - Engineering		
	MACKENZIE		
	DATE: 9.16.2020 DRAWN BY: JTJ CHECKED BY: BTA JOB NO: 220038900		
TRIP DISTRIBUTION CJ DENS EAST SUBDIVISION CAMAS, WASHINGTON			
FIGURE 1			





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MACKENZIE

DATE: 9.16.2020

DRAWN BY: JTJ

CHECKED BY: BTA

JOB NO:
220038900

PROJECT TRIP ASSIGNMENT PM PEAK HOUR

CJ DENS EAST SUBDIVISION
CAMAS, WASHINGTON

FIGURE
2B

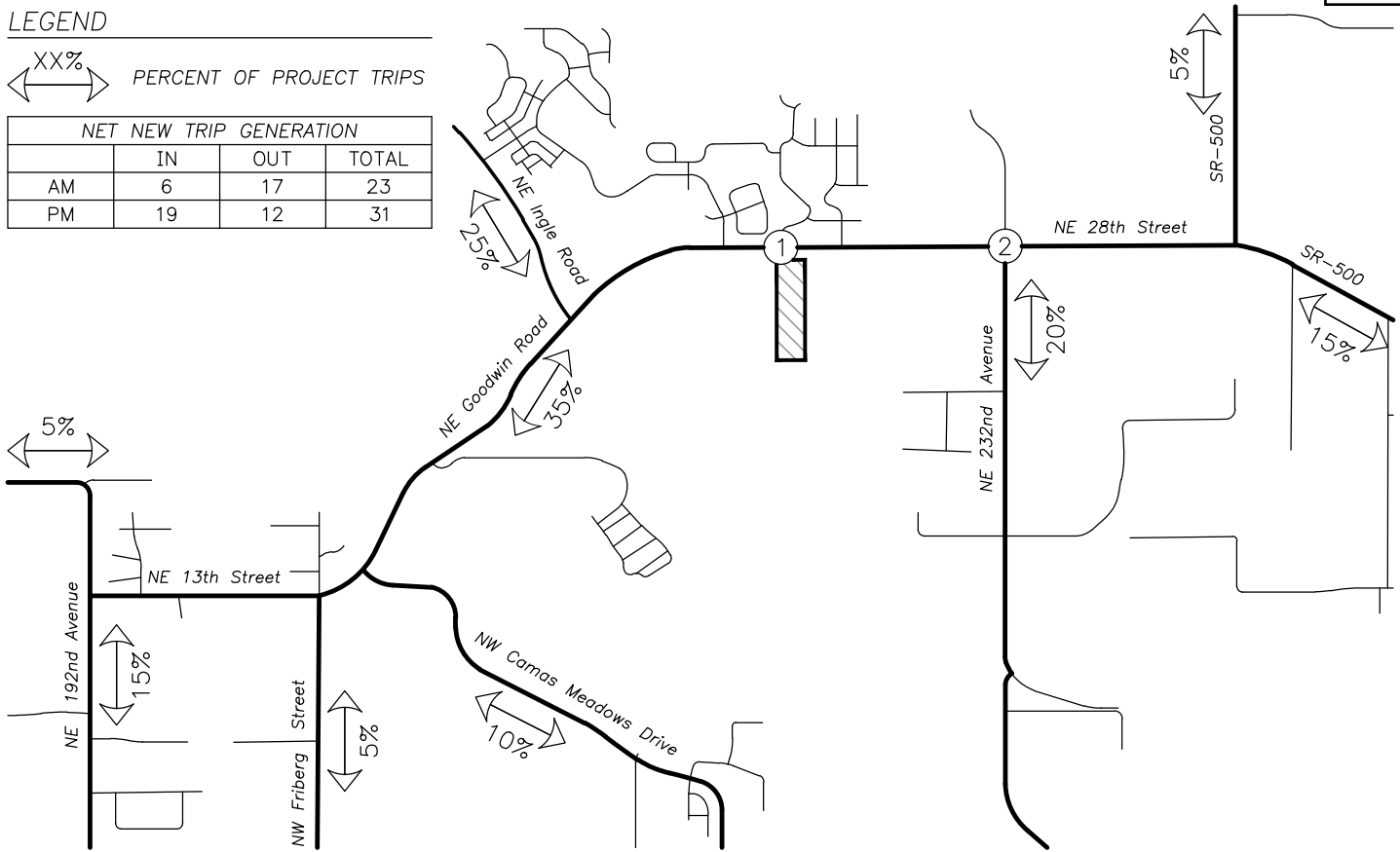
0% Build-Out

Item 9.

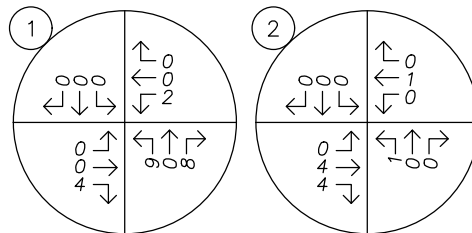
LEGEND

XX% PERCENT OF PROJECT TRIPS

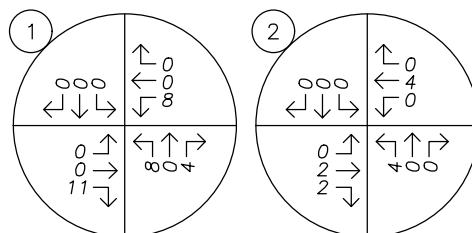
NET NEW TRIP GENERATION			
	IN	OUT	TOTAL
AM	6	17	23
PM	19	12	31



AM PEAK HOUR



PM PEAK HOUR



no scale

Appendix F: Year 2030 Background Traffic Conditions Analysis Worksheets

05/06/2025

1: NE 232nd Ave & NE 28th St

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	9.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	158	153	55	264	2	115	2	34	1	3	6
Future Vol, veh/h	2	158	153	55	264	2	115	2	34	1	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	6	12	10	7	0	6	0	21	0	0	20
Mvmt Flow	3	219	213	76	367	3	160	3	47	1	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	432	0	0	853	853	326	747	958	368
Stage 1	-	-	-	-	-	-	331	331	-	521	521	-
Stage 2	-	-	-	-	-	-	522	522	-	226	438	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.16	6.5	6.41	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.554	4	3.489	3.5	4	3.48
Pot Cap-1 Maneuver	1200	-	-	1086	-	-	275	298	674	331	259	639
Stage 1	-	-	-	-	-	-	674	649	-	542	535	-
Stage 2	-	-	-	-	-	-	531	534	-	781	582	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1200	-	-	1086	-	-	242	271	674	277	236	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	271	-	277	236	-
Stage 1	-	-	-	-	-	-	672	646	-	494	488	-
Stage 2	-	-	-	-	-	-	474	487	-	721	581	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			1.47			46.53			14.61		
HCM LOS							E			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	10	-	-	308	-	-	389
HCM Lane V/C Ratio	0.739	0.002	-	-	0.07	-	-	0.036
HCM Ctrl Dly (s/v)	46.5	8	0	-	8.6	0	-	14.6
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	5.4	0	-	-	0.2	-	-	0.1

05/06/2025

2: NE 242nd Ave (SR 500) & NE 28th St

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	165	0	0	234	111	0	0	0	103	0	87
Future Vol, veh/h	31	165	0	0	234	111	0	0	0	103	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	9	0	0	6	6	0	0	0	4	0	5
Mvmt Flow	36	194	0	0	275	131	0	0	0	121	0	102

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	406	0	0	194	0	0	542	673	194	608	608	341
Stage 1	-	-	-	-	-	-	267	267	-	341	341	-
Stage 2	-	-	-	-	-	-	275	406	-	267	267	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.345
Pot Cap-1 Maneuver	1096	-	-	1391	-	-	454	379	852	405	413	695
Stage 1	-	-	-	-	-	-	743	692	-	670	642	-
Stage 2	-	-	-	-	-	-	735	601	-	734	692	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1096	-	-	1391	-	-	373	365	852	390	398	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	365	-	390	398	-
Stage 1	-	-	-	-	-	-	715	666	-	670	642	-
Stage 2	-	-	-	-	-	-	627	601	-	707	666	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.33	0	0	18.46
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	285	-	-	1391	-	-	488
HCM Lane V/C Ratio	-	0.033	-	-	-	-	-	0.458
HCM Ctrl Dly (s/v)	0	8.4	0	-	0	-	-	18.5
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	2.4

05/06/2025
3: NE 249th Ave & SR 500

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	26	2	294	32	0
Future Vol, veh/h	253	26	2	294	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	4	100	6	7	0
Mvmt Flow	278	29	2	323	35	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	307	0	620	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	-	-	5.1	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	3.1	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	856	-	444	752
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	856	-	442	752
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	717	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.06		13.84		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	442	-	-	12	-	
HCM Lane V/C Ratio	0.079	-	-	0.003	-	
HCM Ctrl Dly (s/v)	13.8	-	-	9.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

05/06/2025
4: NE 14th St & NE 249th Ave

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Vol, veh/h	12	6	1	12	26	3
Future Vol, veh/h	12	6	1	12	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	9	0	0	0	8	33
Mvmt Flow	17	9	1	17	38	4

Major/Minor	Minor2	Major2		
Conflicting Flow All	10	10	-	0
Stage 1	10	10	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.49	6.5	-	-
Critical Hdwy Stg 1	5.49	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.581	4	-	-
Pot Cap-1 Maneuver	992	889	-	-
Stage 1	995	891	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	992	0	-	-
Mov Cap-2 Maneuver	992	0	-	-
Stage 1	995	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.73	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	992	-	-
HCM Lane V/C Ratio	0.026	-	-
HCM Ctrl Dly (s/v)	8.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

05/06/2025
5: NE 3rd St & NE 257th Ave

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	
Traffic Vol, veh/h	0	3	6	9	36	1
Future Vol, veh/h	0	3	6	9	36	1
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	100	40	0	9	0
Mvmt Flow	0	4	8	12	49	1

Major/Minor	Minor2	Major2		
Conflicting Flow All	14	14	-	0
Stage 1	14	14	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	8.1	-	-
Critical Hdwy Stg 1	6	7.1	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4.9	-	-
Pot Cap-1 Maneuver	1007	719	-	-
Stage 1	1011	721	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1007	0	-	-
Mov Cap-2 Maneuver	1007	0	-	-
Stage 1	1011	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v		0
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

MOVEMENT SUMMARY

 Site: 6 [NE Everett St & NE 3rd St_BackgroundAM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE 3rd St
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
3	L2	All MCs	11	0.0	11	0.0	0.178	9.6	LOS A	0.9	24.3	0.08	0.47	0.08	35.5
18	R2	All MCs	213	4.0	213	4.0	0.178	4.0	LOS A	0.9	24.3	0.08	0.47	0.08	35.8
Approach			224	3.8	224	3.8	0.178	4.3	LOS A	0.9	24.3	0.08	0.47	0.08	35.8
East: SR 500															
1	L2	All MCs	385	3.0	385	3.0	0.305	9.7	LOS A	1.6	42.1	0.08	0.63	0.08	32.8
6	T1	All MCs	3	67.0	3	67.0	0.305	4.4	LOS A	1.6	42.1	0.08	0.63	0.08	32.6
Approach			388	3.5	388	3.5	0.305	9.6	LOS A	1.6	42.1	0.08	0.63	0.08	32.8
West: NE 3rd St															
2	T1	All MCs	7	60.0	7	60.0	0.054	8.5	LOS A	0.2	6.3	0.46	0.58	0.46	34.0
12	R2	All MCs	40	6.0	40	6.0	0.054	6.0	LOS A	0.2	6.3	0.46	0.58	0.46	34.8
Approach			46	13.7	46	13.7	0.054	6.3	LOS A	0.2	6.3	0.46	0.58	0.46	34.7
All Vehicles			658	4.3	658	4.3	0.305	7.6	LOS A	1.6	42.1	0.10	0.57	0.10	33.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 7 [NE Everett St & NE Everett Dr_BackgroundAM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
8	T1	All MCs	264	3.0	264	3.0	0.493	5.7	LOS A	3.6	93.0	0.51	0.52	0.51	34.8
18	R2	All MCs	256	3.0	256	3.0	0.493	5.6	LOS A	3.6	93.0	0.51	0.52	0.51	34.5
Approach			520	3.0	520	3.0	0.493	5.6	LOS A	3.6	93.0	0.51	0.52	0.51	34.6
East: NE Everett Drive															
1	L2	All MCs	226	10.0	226	10.0	0.330	11.3	LOS B	1.9	50.9	0.52	0.65	0.52	32.4
16	R2	All MCs	77	3.0	77	3.0	0.330	6.0	LOS A	1.9	50.9	0.52	0.65	0.52	32.9
Approach			302	8.2	302	8.2	0.330	9.9	LOS A	1.9	50.9	0.52	0.65	0.52	32.5
North: SR500															
7	L2	All MCs	164	1.0	164	1.0	0.589	11.6	LOS B	4.8	121.2	0.64	0.62	0.66	33.1
4	T1	All MCs	421	3.0	421	3.0	0.589	6.8	LOS A	4.8	121.2	0.64	0.62	0.66	33.7
Approach			585	2.4	585	2.4	0.589	8.1	LOS A	4.8	121.2	0.64	0.62	0.66	33.5
All Vehicles			1407	3.9	1407	3.9	0.589	7.6	LOS A	4.8	121.2	0.56	0.59	0.57	33.7

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025

8: NE Everett St (SR 500) & SE Leadbetter Rd

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	155	97	345	471	23
Future Vol, veh/h	31	155	97	345	471	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	10	3	5	6
Mvmt Flow	38	191	120	426	581	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1261	596	610	0	-	0
Stage 1	596	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	6.8	6.47	4.2	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.29	-	-	-
Pot Cap-1 Maneuver	165	478	931	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	478	931	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	34.01	2.07		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	931	-	345	-	-	
HCM Lane V/C Ratio	0.129	-	0.666	-	-	
HCM Ctrl Dly (s/v)	9.4	-	34	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.4	-	4.6	-	-	

05/06/2025

9: NE Everett St (SR 500) & NE 43rd Ave

Background 2030 A
Weekday AM Peak Hour

Item 9.

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑	↘	↙	↓
Traffic Volume (vph)	333	71	375	485	93	537
Future Volume (vph)	333	71	375	485	93	537
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	23.3	23.3	26.3	70.0	36.4	36.4
Actuated g/C Ratio	0.33	0.33	0.38	1.00	0.52	0.52
v/c Ratio	0.73	0.15	0.66	0.39	0.29	0.66
Control Delay (s/veh)	31.8	5.7	27.0	0.8	11.6	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	5.7	27.0	0.8	11.6	16.8
LOS	C	A	C	A	B	B
Approach Delay (s/veh)	27.2		12.2			16.0
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 70

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 16.7

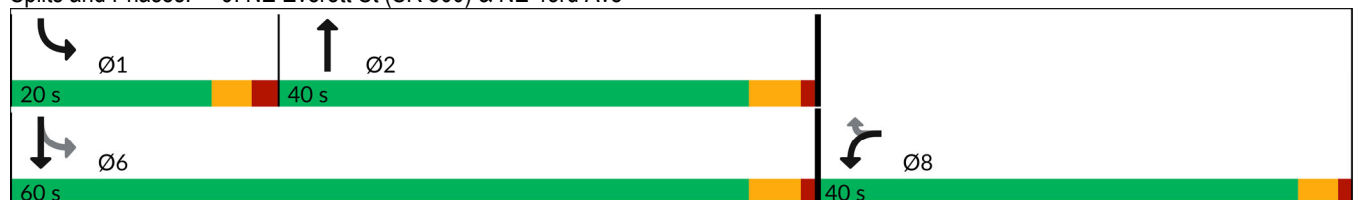
Intersection LOS: B

Intersection Capacity Utilization 55.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



05/06/2025

9: NE Everett St (SR 500) & NE 43rd Ave

Background 2030 A
Weekday AM Peak Hour

Item 9.

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	333	71	375	485	93	537
Future Volume (veh/h)	333	71	375	485	93	537
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1799	1814	1746	1732	1802	1997
Adj Flow Rate, veh/h	383	59	431	0	107	617
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	12	11	4	5	17	4
Cap, veh/h	479	430	632		402	1060
Arrive On Green	0.28	0.28	0.36	0.00	0.06	0.53
Sat Flow, veh/h	1713	1537	1746	1468	1716	1997
Grp Volume(v), veh/h	383	59	431	0	107	617
Grp Sat Flow(s), veh/h/ln	1713	1537	1746	1468	1716	1997
Q Serve(g_s), s	9.8	1.4	9.9	0.0	1.7	10.0
Cycle Q Clear(g_c), s	9.8	1.4	9.9	0.0	1.7	10.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	479	430	632		402	1060
V/C Ratio(X)	0.80	0.14	0.68		0.27	0.58
Avail Cap(c_a), veh/h	1299	1166	1288		835	2315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	12.8	12.8	0.0	8.9	7.6
Incr Delay (d2), s/veh	3.1	0.1	2.8	0.0	0.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.4	3.6	0.0	0.5	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.0	13.0	15.6	0.0	9.2	8.2
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	442		431			724
Approach Delay, s/veh	18.2		15.6			8.3
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.0	22.2			30.2	17.3
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	3.7	11.9			12.0	11.8
Green Ext Time (p_c), s	0.2	5.1			6.1	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			13.0			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

Site: 10 [NE Everett St & NW Lake Rd_BackgroundAM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: NE Everett Street															
3	L2	All MCs	238	7.0	238	7.0	0.367	14.2	LOS B	2.4	64.0	0.80	0.76	0.80	31.0
8	T1	All MCs	417	7.0	417	7.0	0.504	7.9	LOS A	4.3	113.6	0.87	0.73	0.94	34.1
Approach			655	7.0	655	7.0	0.504	10.2	LOS B	4.3	113.6	0.84	0.74	0.89	32.9
North: NE Everett Street															
4	T1	All MCs	585	10.0	585	10.0	0.525	5.5	LOS A	4.2	114.5	0.64	0.53	0.64	34.6
14	R2	All MCs	390	2.0	390	2.0	0.316	5.0	LOS A	2.2	54.9	0.51	0.53	0.51	35.1
Approach			975	6.8	975	6.8	0.525	5.3	LOS A	4.2	114.5	0.59	0.53	0.59	34.8
West: NW Lake Road															
5	L2	All MCs	574	3.0	574	3.0	0.642	16.7	LOS B	7.0	179.3	0.93	0.87	1.16	30.1
12	R2	All MCs	250	6.0	250	6.0	0.293	7.3	LOS A	2.0	52.2	0.76	0.67	0.76	34.4
Approach			824	3.9	824	3.9	0.642	13.9	LOS B	7.0	179.3	0.88	0.81	1.04	31.2
All Vehicles			2454	5.9	2454	5.9	0.642	9.5	LOS A	7.0	179.3	0.75	0.68	0.82	33.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025

11: NE Everett St (SR 500) & NE 17th Ave

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	14	24	328	495	78
Future Vol, veh/h	75	14	24	328	495	78
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	7	0	6	2	0
Mvmt Flow	82	15	26	360	544	86
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1003	590	633	0	-	0
Stage 1	590	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	263	498	960	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	254	497	957	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	17.08		0.6		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	957		-	395	-	-
HCM Lane V/C Ratio	0.028		-	0.248	-	-
HCM Ctrl Dly (s/v)	8.9		-	17.1	-	-
HCM Lane LOS	A		-	C	-	-
HCM 95th %tile Q(veh)	0.1		-	1	-	-

05/07/2025

12: NE Everett St (SR 500) & NE 15th Ave

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	25	19	4	25	78	8	243	6	81	300	127
Future Vol, veh/h	45	25	19	4	25	78	8	243	6	81	300	127
Conflicting Peds, #/hr	13	0	3	3	0	13	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	0	5	0	0	0	25	6	17	1	4	0
Mvmt Flow	52	29	22	5	29	90	9	279	7	93	345	146
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	929	915	421	856	984	302	491	0	0	292	0	0
Stage 1	604	604	-	307	307	-	-	-	-	-	-	-
Stage 2	325	311	-	548	677	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.25	7.1	6.5	6.2	4.35	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.345	3.5	4	3.3	2.425	-	-	2.209	-	-
Pot Cap-1 Maneuver	239	275	626	280	250	743	963	-	-	1275	-	-
Stage 1	470	491	-	707	664	-	-	-	-	-	-	-
Stage 2	669	662	-	524	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	251	625	220	229	730	963	-	-	1269	-	-
Mov Cap-2 Maneuver	168	251	-	220	229	-	-	-	-	-	-	-
Stage 1	436	455	-	697	655	-	-	-	-	-	-	-
Stage 2	549	652	-	438	422	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	33.98		15.77			0.27			1.29			
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	963	-	-	224	457	1269	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.457	0.269	0.073	-	-				
HCM Ctrl Dly (s/v)	8.8	-	-	34	15.8	8.1	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	2.2	1.1	0.2	-	-				

05/06/2025

13: NE Everett St (SR 500) & NE 14th Ave

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	23	1	0	18	202	1	0	0	258	0	63
Future Vol, veh/h	54	23	1	0	18	202	1	0	0	258	0	63
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	8	4	0	0	0	7	0	0	0	4	0	3
Mvmt Flow	64	27	1	0	21	238	1	0	0	304	0	74

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	658	647	37	-	685	2	74	0	0	1	0	0
Stage 1	644	644	-	-	3	-	-	-	-	-	-	-
Stage 2	14	3	-	-	681	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.54	6.2	-	6.5	6.27	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.036	3.3	-	4	3.363	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	369	387	1041	0	373	1068	1538	-	-	1609	-	-
Stage 1	451	465	-	0	897	-	-	-	-	-	-	-
Stage 2	991	889	-	0	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	216	310	1041	-	299	1066	1538	-	-	1607	-	-
Mov Cap-2 Maneuver	216	310	-	-	299	-	-	-	-	-	-	-
Stage 1	362	372	-	-	896	-	-	-	-	-	-	-
Stage 2	750	888	-	-	363	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	28.97		10.78		7.34		6.24	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	240	881	1206	-
HCM Lane V/C Ratio	0.001	-	-	0.382	0.294	0.189	-
HCM Ctrl Dly (s/v)	7.3	0	-	29	10.8	7.8	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.7	1.2	0.7	-

05/06/2025
14: NE 6th Ave & Division St

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	156	412	606	20	11	255
Future Vol, veh/h	156	412	606	20	11	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	7	5	10	0	1
Mvmt Flow	170	448	659	22	12	277
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	680	0	-	0	1233	340
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	4.2	-	-	-	5.2	6.12
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	2.25	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	888	-	-	-	298	710
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	888	-	-	-	233	710
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	692	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.65	0		13.61		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	778	-	-	-	233	710
HCM Lane V/C Ratio	0.191	-	-	-	0.051	0.39
HCM Ctrl Dly (s/v)	10	1.2	-	-	21.3	13.3
HCM Lane LOS	B	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2	1.9

05/06/2025

15: NW Lacamas Ln & NW Lake Rd

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↱	↱
Traffic Vol, veh/h	581	3	65	501	4	173
Future Vol, veh/h	581	3	65	501	4	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	3	3	0	0
Mvmt Flow	668	3	75	576	5	199
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	671	0	1395	670
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	725	-
Critical Hdwy	-	-	4.13	-	5.2	5.6
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	-	-	2.227	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	915	-	251	515
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	230	515
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	565	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.07		16.42		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	515	-	-	915	-
HCM Lane V/C Ratio	0.02	0.386	-	-	0.082	-
HCM Ctrl Dly (s/v)	21	16.3	-	-	9.3	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	1.8	-	-	0.3	-

05/06/2025

16: NW Sierra St & NW Lake Rd

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	5.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕		↕	↕	↕	↕
Traffic Vol, veh/h	405	88	73	412	93	165
Future Vol, veh/h	405	88	73	412	93	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	11	2	3	7
Mvmt Flow	450	98	81	458	103	183
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	548	0	1119	499
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	-	-	4.21	-	6.43	6.27
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.299	-	3.527	3.363
Pot Cap-1 Maneuver	-	-	978	-	228	562
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	978	-	209	562
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	490	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.36		22.97		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	209	562	-	-	978	-
HCM Lane V/C Ratio	0.495	0.326	-	-	0.083	-
HCM Ctrl Dly (s/v)	38	14.5	-	-	9	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.5	1.4	-	-	0.3	-

05/06/2025

17: NW Leadbetter Dr & NW Lake Rd

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	311	12	117	394	6	3	9	175	8	9	8
Future Vol, veh/h	7	311	12	117	394	6	3	9	175	8	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	18	2	2	33	0	22	8	0	0	12
Mvmt Flow	8	338	13	127	428	7	3	10	190	9	10	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	435	0	0	351	0	0	1047	1049	345	1044	1052	432
Stage 1	-	-	-	-	-	-	360	360	-	686	686	-
Stage 2	-	-	-	-	-	-	688	689	-	358	366	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.72	6.28	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.198	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1136	-	-	1208	-	-	208	210	685	209	228	603
Stage 1	-	-	-	-	-	-	663	593	-	441	451	-
Stage 2	-	-	-	-	-	-	440	417	-	664	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1136	-	-	1208	-	-	174	186	685	128	203	603
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	186	-	128	203	-
Stage 1	-	-	-	-	-	-	658	589	-	394	404	-
Stage 2	-	-	-	-	-	-	379	373	-	468	622	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.17			1.89			14.46			24.9		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	1136	-	-	1208	-	-	208
HCM Lane V/C Ratio	0.349	0.007	-	-	0.105	-	-	0.131
HCM Ctrl Dly (s/v)	14.5	8.2	-	-	8.3	-	-	24.9
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.6	0	-	-	0.4	-	-	0.4

05/06/2025

18: NW Parker St & NW Lake Rd

Background 2030 A
Weekday AM Peak Hour

Item 9.

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	186	171	102	274	143	59	44	116
Future Volume (vph)	9	186	171	102	274	143	59	44	116
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	18.5	12.5	12.5	20.8	18.7	21.8	16.9	16.7	9.8
Actuated g/C Ratio	0.33	0.22	0.22	0.37	0.33	0.39	0.30	0.30	0.17
v/c Ratio	0.03	0.55	0.41	0.26	0.32	0.31	0.36	0.13	0.49
Control Delay (s/veh)	13.7	27.0	6.5	15.1	16.3	14.5	15.8	13.3	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	27.0	6.5	15.1	16.3	14.5	15.8	13.3	28.4
LOS	B	C	A	B	B	B	B	B	C
Approach Delay (s/veh)		17.1			16.0		15.2		24.6
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 56.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 17.3

Intersection LOS: B

Intersection Capacity Utilization 49.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



05/06/2025

18: NW Parker St & NW Lake Rd

Background 2030 A
Weekday AM Peak Hour

																								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
Lane Configurations																								
Traffic Volume (veh/h)	9	186	171	102	274	36	143	59	101	44	116	15												
Future Volume (veh/h)	9	186	171	102	274	36	143	59	101	44	116	15												
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0												
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98												
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Work Zone On Approach	No			No			No			No														
Adj Sat Flow, veh/h/ln	1574	1841	1856	1900	1870	1826	1885	1856	1841	1796	1856	1900												
Adj Flow Rate, veh/h	11	224	129	123	330	24	172	71	87	53	140	16												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83												
Percent Heavy Veh, %	22	4	3	0	2	5	1	3	4	7	3	0												
Cap, veh/h	387	323	276	384	550	40	404	121	148	384	250	29												
Arrive On Green	0.12	0.18	0.18	0.10	0.16	0.16	0.09	0.16	0.16	0.09	0.15	0.15												
Sat Flow, veh/h	1499	1841	1572	1810	3360	243	1795	754	924	1711	1632	186												
Grp Volume(v), veh/h	11	224	129	123	174	180	172	0	158	53	0	156												
Grp Sat Flow(s),veh/h/ln	1499	1841	1572	1810	1777	1827	1795	0	1679	1711	0	1818												
Q Serve(g_s), s	0.0	5.6	3.6	0.0	4.4	4.5	0.0	0.0	4.3	0.0	0.0	3.9												
Cycle Q Clear(g_c), s	0.0	5.6	3.6	0.0	4.4	4.5	0.0	0.0	4.3	0.0	0.0	3.9												
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.55	1.00		0.10												
Lane Grp Cap(c), veh/h	387	323	276	384	291	299	404	0	269	384	0	278												
V/C Ratio(X)	0.03	0.69	0.47	0.32	0.60	0.60	0.43	0.00	0.59	0.14	0.00	0.56												
Avail Cap(c_a), veh/h	501	1480	1265	914	1800	1850	598	0	828	554	0	882												
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00												
Uniform Delay (d), s/veh	16.2	18.9	18.1	19.2	18.9	19.0	19.2	0.0	19.0	18.1	0.0	19.2												
Incr Delay (d2), s/veh	0.0	1.0	0.5	0.2	0.7	0.7	0.7	0.0	0.8	0.2	0.0	0.7												
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0												
%ile BackOfQ(50%),veh/ln	0.1	2.1	1.2	1.1	1.6	1.7	1.7	0.0	1.5	0.5	0.0	1.5												
Unsig. Movement Delay, s/veh																								
LnGrp Delay(d), s/veh	16.2	19.9	18.5	19.4	19.7	19.7	19.9	0.0	19.8	18.3	0.0	19.8												
LnGrp LOS	B	B	B	B	B	B	B		B	B		B												
Approach Vol, veh/h	364			477			330			209														
Approach Delay, s/veh	19.3			19.6			19.8			19.4														
Approach LOS	B			B			B			B														
Timer - Assigned Phs	1	2	3	4	5	6	7	8																
Phs Duration (G+Y+Rc), s	10.7	14.3	10.2	13.7	11.5	13.5	10.1	13.8																
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3																
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24																
Max Q Clear Time (g_c+I1), s	2.0	7.6	2.0	6.3	2.0	6.5	2.0	5.9																
Green Ext Time (p_c), s	0.1	1.0	0.0	0.5	0.0	1.3	0.3	0.5																
Intersection Summary																								
HCM 7th Control Delay, s/veh				19.6																				
HCM 7th LOS				B																				
Notes																								
User approved pedestrian interval to be less than phase max green.																								
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.																								

31552_Synchro 12 model for TIA.syn
Kittelson & Associates, IncSynchro 12 Report
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05/06/2025
19: SE 283rd Ave & SE 23rd St

Background 2030 A
Weekday AM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	106	216	43	54	137
Future Vol, veh/h	48	106	216	43	54	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	6	3	18	8	9
Mvmt Flow	54	119	243	48	61	154
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	542	267	0	0	291	0
Stage 1	267	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.53	6.26	-	-	4.18	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	483	762	-	-	1237	-
Stage 1	753	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	457	762	-	-	1237	-
Mov Cap-2 Maneuver	457	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	12.85	0		2.28		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	631	509	-	
HCM Lane V/C Ratio	-	-	0.274	0.049	-	
HCM Ctrl Dly (s/v)	-	-	12.8	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-	

05/06/2025

1: NE 232nd Ave & NE 28th St

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	373	132	10	222	0	124	0	9	1	1	3
Future Vol, veh/h	6	373	132	10	222	0	124	0	9	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	3	0	0	100	0	0
Mvmt Flow	6	397	140	11	236	0	132	0	10	1	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	537	0	0	738	737	467	667	807	236
Stage 1	-	-	-	-	-	-	480	480	-	257	257	-
Stage 2	-	-	-	-	-	-	258	257	-	410	550	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1343	-	-	1041	-	-	333	348	600	267	317	808
Stage 1	-	-	-	-	-	-	565	558	-	574	698	-
Stage 2	-	-	-	-	-	-	744	698	-	464	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1343	-	-	1041	-	-	324	342	600	258	311	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	342	-	258	311	-
Stage 1	-	-	-	-	-	-	561	554	-	567	690	-
Stage 2	-	-	-	-	-	-	732	690	-	453	516	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.37	23.44	12.87
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	20	-	-	78	-	-	463
HCM Lane V/C Ratio	0.423	0.005	-	-	0.01	-	-	0.011
HCM Ctrl Dly (s/v)	23.4	7.7	0	-	8.5	0	-	12.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	0

05/06/2025

2: NE 242nd Ave (SR 500) & NE 28th St

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	285	0	0	172	121	0	0	0	157	0	62
Future Vol, veh/h	93	285	0	0	172	121	0	0	0	157	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	103	317	0	0	191	134	0	0	0	174	0	69
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	317	0	0	714	849	317	782	782	258
Stage 1	-	-	-	-	-	-	523	523	-	258	258	-
Stage 2	-	-	-	-	-	-	191	326	-	523	523	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1229	-	-	1255	-	-	349	300	729	311	328	785
Stage 1	-	-	-	-	-	-	541	534	-	744	698	-
Stage 2	-	-	-	-	-	-	815	652	-	535	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1229	-	-	1255	-	-	286	270	729	279	295	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	270	-	279	295	-
Stage 1	-	-	-	-	-	-	485	479	-	744	698	-
Stage 2	-	-	-	-	-	-	744	652	-	481	479	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.02			0			0			37.9		
HCM LOS							A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	443	-	-	1255	-	-	341				
HCM Lane V/C Ratio	-	0.084	-	-	-	-	-	0.713				
HCM Ctrl Dly (s/v)	0	8.2	0	-	0	-	-	37.9				
HCM Lane LOS	A	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	5.2				

05/06/2025
3: NE 249th Ave & NE 25th St (SR 500)

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	422	32	2	276	17	4
Future Vol, veh/h	422	32	2	276	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	3	50	4	7	0
Mvmt Flow	480	36	2	314	19	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	516	0	816	498
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.6	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.65	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	845	-	340	577
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	845	-	339	577
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	724	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.07		15.47		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	368	-	-	13	-	
HCM Lane V/C Ratio	0.065	-	-	0.003	-	
HCM Ctrl Dly (s/v)	15.5	-	-	9.3	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

05/06/2025
4: NE 14th St & NE 249th Ave

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Vol, veh/h	6	6	8	15	19	13
Future Vol, veh/h	6	6	8	15	19	13
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	20	0	0	0	0	8
Mvmt Flow	9	9	12	22	28	19

Major/Minor	Minor2	Major2		
Conflicting Flow All	23	23	-	0
Stage 1	23	23	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.6	6.5	-	-
Critical Hdwy Stg 1	5.6	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.68	4	-	-
Pot Cap-1 Maneuver	949	875	-	-
Stage 1	955	880	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	949	0	-	-
Mov Cap-2 Maneuver	949	0	-	-
Stage 1	955	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.86	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	949	-	-
HCM Lane V/C Ratio	0.019	-	-
HCM Ctrl Dly (s/v)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

05/06/2025
5: NE 3rd St & NE 257th Ave

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Vol, veh/h	1	0	0	23	19	0
Future Vol, veh/h	1	0	0	23	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	35	29	0

Major/Minor	Minor2	Major2		
Conflicting Flow All	18	18	-	0
Stage 1	18	18	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	7.1	-	-
Critical Hdwy Stg 1	6	6.1	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4	-	-
Pot Cap-1 Maneuver	1002	878	-	-
Stage 1	1007	882	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1002	0	-	-
Mov Cap-2 Maneuver	1002	0	-	-
Stage 1	1007	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	1002	-	-
HCM Lane V/C Ratio	0.002	-	-
HCM Ctrl Dly (s/v)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

MOVEMENT SUMMARY

 Site: 6 [NE Everett St & NE 3rd St_BackgroundPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
3	L2	All MCs	20	6.0	20	6.0	0.227	9.7	LOS A	1.2	30.5	0.06	0.48	0.06	35.2
18	R2	All MCs	272	1.0	272	1.0	0.227	4.0	LOS A	1.2	30.5	0.06	0.48	0.06	35.9
Approach			292	1.4	292	1.4	0.227	4.4	LOS A	1.2	30.5	0.06	0.48	0.06	35.8
East: SR 500															
1	L2	All MCs	208	2.0	208	2.0	0.168	9.7	LOS A	0.8	19.4	0.10	0.63	0.10	32.9
6	T1	All MCs	7	0.0	7	0.0	0.168	3.9	LOS A	0.8	19.4	0.10	0.63	0.10	33.7
Approach			215	1.9	215	1.9	0.168	9.5	LOS A	0.8	19.4	0.10	0.63	0.10	32.9
West: NE 3rd St															
2	T1	All MCs	7	0.0	7	0.0	0.022	4.9	LOS A	0.1	2.3	0.31	0.48	0.31	35.6
12	R2	All MCs	19	0.0	19	0.0	0.022	4.8	LOS A	0.1	2.3	0.31	0.48	0.31	35.3
Approach			26	0.0	26	0.0	0.022	4.8	LOS A	0.1	2.3	0.31	0.48	0.31	35.4
All Vehicles			533	1.5	533	1.5	0.227	6.5	LOS A	1.2	30.5	0.09	0.54	0.09	34.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 7 [NE Everett St & NE Everett Dr_BackgroundPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
8	T1	All MCs	279	1.0	279	1.0	0.395	4.8	LOS A	2.6	64.1	0.25	0.45	0.25	35.5
18	R2	All MCs	194	0.0	194	0.0	0.395	4.6	LOS A	2.6	64.1	0.25	0.45	0.25	35.2
Approach			473	0.6	473	0.6	0.395	4.7	LOS A	2.6	64.1	0.25	0.45	0.25	35.4
East: NE Everett Drive															
1	L2	All MCs	174	0.0	174	0.0	0.217	10.7	LOS B	1.1	27.4	0.44	0.65	0.44	32.7
16	R2	All MCs	46	0.0	46	0.0	0.217	5.7	LOS A	1.1	27.4	0.44	0.65	0.44	33.0
Approach			220	0.0	220	0.0	0.217	9.7	LOS A	1.1	27.4	0.44	0.65	0.44	32.8
North: SR500															
7	L2	All MCs	57	0.0	57	0.0	0.231	10.2	LOS B	1.2	31.1	0.37	0.53	0.37	33.9
4	T1	All MCs	191	2.0	191	2.0	0.231	5.3	LOS A	1.2	31.1	0.37	0.53	0.37	34.5
Approach			248	1.5	248	1.5	0.231	6.4	LOS A	1.2	31.1	0.37	0.53	0.37	34.4
All Vehicles			942	0.7	942	0.7	0.395	6.3	LOS A	2.6	64.1	0.33	0.51	0.33	34.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025

8: NE Everett St (SR 500) & SE Leadbetter Rd

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	131	125	363	283	18
Future Vol, veh/h	28	131	125	363	283	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	2	0	1	0
Mvmt Flow	30	142	136	395	308	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	984	317	327	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	249	706	1232	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	706	1232	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	478	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.64	2.12	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1232	-	510	-	-
HCM Lane V/C Ratio	0.11	-	0.339	-	-
HCM Ctrl Dly (s/v)	8.3	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.5	-	-

05/06/2025

9: NE Everett St (SR 500) & NE 43rd Ave

Background 2030 F
Weekday PM Peak Hour

Item 9.

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑	↘	↙	↓
Traffic Volume (vph)	224	57	428	298	51	367
Future Volume (vph)	224	57	428	298	51	367
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	14.3	14.3	25.9	55.8	31.9	31.9
Actuated g/C Ratio	0.26	0.26	0.46	1.00	0.57	0.57
v/c Ratio	0.53	0.13	0.55	0.21	0.11	0.38
Control Delay (s/veh)	24.9	7.2	16.1	0.3	6.1	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	7.2	16.1	0.3	6.1	7.9
LOS	C	A	B	A	A	A
Approach Delay (s/veh)	21.3		9.6			7.6
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 55.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 11.3

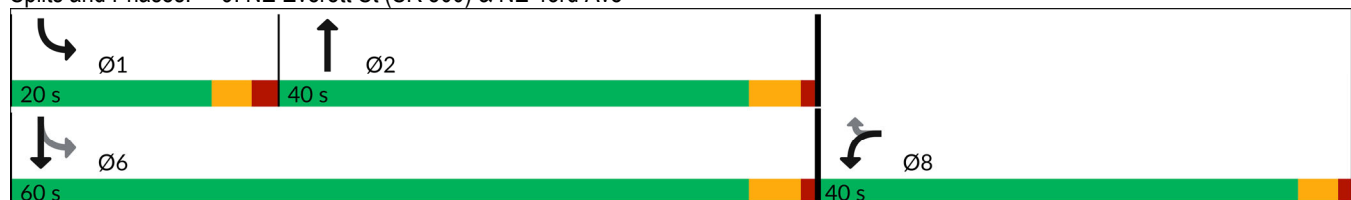
Intersection LOS: B

Intersection Capacity Utilization 49.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



05/06/2025

9: NE Everett St (SR 500) & NE 43rd Ave

Background 2030 F
Weekday PM Peak Hour

Item 9.

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	57	428	298	51	367
Future Volume (veh/h)	224	57	428	298	51	367
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1979	1979	1791	1806	2057	2012
Adj Flow Rate, veh/h	238	51	455	0	54	390
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	348	309	723		484	1168
Arrive On Green	0.18	0.18	0.40	0.00	0.05	0.58
Sat Flow, veh/h	1884	1677	1791	1530	1959	2012
Grp Volume(v), veh/h	238	51	455	0	54	390
Grp Sat Flow(s),veh/h/ln	1884	1677	1791	1530	1959	2012
Q Serve(g_s), s	4.5	1.0	7.8	0.0	0.5	3.9
Cycle Q Clear(g_c), s	4.5	1.0	7.8	0.0	0.5	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	348	309	723		484	1168
V/C Ratio(X)	0.68	0.16	0.63		0.11	0.33
Avail Cap(c_a), veh/h	1773	1578	1639		1163	2893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	13.1	9.1	0.0	6.2	4.2
Incr Delay (d2), s/veh	2.4	0.2	1.9	0.0	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.3	2.5	0.0	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.9	13.4	11.0	0.0	6.3	4.4
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	289		455			444
Approach Delay, s/veh	16.3		11.0			4.6
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.7	20.4			27.2	11.1
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	2.5	9.8			5.9	6.5
Green Ext Time (p_c), s	0.1	5.7			3.3	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			9.9			
HCM 7th LOS			A			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

 Site: 10 [NE Everett St & NW Lake Rd_BackgroundPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: NE Everett Street															
3	L2	All MCs	282	0.0	282	0.0	0.292	11.9	LOS B	1.8	44.9	0.59	0.68	0.59	31.8
8	T1	All MCs	485	1.0	485	1.0	0.414	5.3	LOS A	3.0	74.7	0.62	0.55	0.62	35.0
Approach			767	0.6	767	0.6	0.414	7.7	LOS A	3.0	74.7	0.61	0.59	0.61	33.7
North: NE Everett Street															
4	T1	All MCs	370	2.0	370	2.0	0.301	5.0	LOS A	1.9	49.4	0.51	0.49	0.51	35.1
14	R2	All MCs	291	0.0	291	0.0	0.230	4.9	LOS A	1.4	35.5	0.48	0.53	0.48	35.3
Approach			662	1.1	662	1.1	0.301	4.9	LOS A	1.9	49.4	0.49	0.50	0.49	35.2
West: NW Lake Road															
5	L2	All MCs	366	1.0	366	1.0	0.310	11.5	LOS B	2.0	50.9	0.57	0.66	0.57	31.8
12	R2	All MCs	371	0.0	371	0.0	0.310	5.4	LOS A	2.0	50.8	0.57	0.57	0.57	35.1
Approach			737	0.5	737	0.5	0.310	8.5	LOS A	2.0	50.9	0.57	0.61	0.57	33.3
All Vehicles			2166	0.7	2166	0.7	0.414	7.1	LOS A	3.0	74.7	0.56	0.57	0.56	34.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025

11: NE Everett St (SR 500) & NE 17th Ave

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	18	56	445	464	70
Future Vol, veh/h	112	18	56	445	464	70
Conflicting Peds, #/hr	0	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	118	19	59	468	488	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1118	531	568	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	231	552	994	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	549	989	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	20.3	0.99		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	989	-	370	-	-	
HCM Lane V/C Ratio	0.06	-	0.369	-	-	
HCM Ctrl Dly (s/v)	8.9	-	20.3	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.7	-	-	

05/07/2025

12: NE Everett St (SR 500) & NE 15th Ave

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	53	10	33	6	8	28	12	420	3	40	347	95
Future Vol, veh/h	53	10	33	6	8	28	12	420	3	40	347	95
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	56	11	35	6	9	30	13	447	3	43	369	101

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	983	980	420	934	1029	450	470	0	0	450	0	0
Stage 1	505	505	-	474	474	-	-	-	-	-	-	-
Stage 2	479	476	-	460	555	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	230	242	638	248	236	613	1102	-	-	1121	-	-
Stage 1	553	527	-	575	561	-	-	-	-	-	-	-
Stage 2	572	544	-	585	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	230	638	213	224	612	1102	-	-	1121	-	-
Mov Cap-2 Maneuver	200	230	-	213	224	-	-	-	-	-	-	-
Stage 1	532	507	-	568	555	-	-	-	-	-	-	-
Stage 2	528	537	-	521	497	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	26.67		15.63		0.23		0.69	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	266 383	1121	-	-
HCM Lane V/C Ratio	0.012	-	-	0.383 0.117	0.038	-	-
HCM Ctrl Dly (s/v)	8.3	-	-	26.7 15.6	8.3	-	-
HCM Lane LOS	A	-	-	D C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7 0.4	0.1	-	-

05/06/2025

13: NE Everett St (SR 500) & NE 14th Ave

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	17.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	77	31	0	0	24	334	0	1	0	344	0	47
Future Vol, veh/h	77	31	0	0	24	334	0	1	0	344	0	47
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	2	0	0	0	1	0	0
Mvmt Flow	84	34	0	0	26	363	0	1	0	374	0	51

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	791	775	28	-	801	5	51	0	0	2	0	0
Stage 1	773	773	-	-	2	-	-	-	-	-	-	-
Stage 2	17	2	-	-	799	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	-	6.5	6.22	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	-	4	3.318	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	310	328	1054	0	320	1078	1568	-	-	1627	-	-
Stage 1	395	407	-	0	898	-	-	-	-	-	-	-
Stage 2	1007	892	-	0	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	143	249	1052	-	244	1074	1568	-	-	1625	-	-
Mov Cap-2 Maneuver	143	249	-	-	244	-	-	-	-	-	-	-
Stage 1	301	310	-	-	897	-	-	-	-	-	-	-
Stage 2	646	891	-	-	305	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	69.78	12.38	0	6.93
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	163 874	1320	-	-
HCM Lane V/C Ratio	-	-	-	0.721 0.445	0.23	-	-
HCM Ctrl Dly (s/v)	0	-	-	69.8 12.4	7.9	0	-
HCM Lane LOS	A	-	-	F B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	4.4 2.3	0.9	-	-

05/06/2025
14: NE 6th Ave & Division St

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	218	696	574	28	8	144
Future Vol, veh/h	218	696	574	28	8	144
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	2	0	0	1
Mvmt Flow	229	733	604	29	8	152
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	637	0	-	0	1447	320
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	825	-
Critical Hdwy	4.12	-	-	-	5.2	6.12
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	950	-	-	-	237	729
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	164	727
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	569	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.81	0		12.14		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	754	-	-	-	164	727
HCM Lane V/C Ratio	0.242	-	-	-	0.051	0.209
HCM Ctrl Dly (s/v)	10	1.9	-	-	28.1	11.3
HCM Lane LOS	B	A	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.2	0.8

05/06/2025

15: NW Lacamas Ln & NW Lake Rd

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↱	↱
Traffic Vol, veh/h	637	4	80	460	11	64
Future Vol, veh/h	637	4	80	460	11	64
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	678	4	85	489	12	68
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	682	0	1339	681
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	660	-
Critical Hdwy	-	-	4.1	-	5.2	5.6
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	920	-	266	509
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	920	-	241	508
Mov Cap-2 Maneuver	-	-	-	-	241	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	586	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.38		14.28		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	241	508	-	-	920	-
HCM Lane V/C Ratio	0.049	0.134	-	-	0.092	-
HCM Ctrl Dly (s/v)	20.7	13.2	-	-	9.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.3	-

05/06/2025
16: NW Sierra St & NW Lake Rd

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱	↱	↱
Traffic Vol, veh/h	546	146	96	364	73	102
Future Vol, veh/h	546	146	96	364	73	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	3	1
Mvmt Flow	575	154	101	383	77	107
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	728	0	1237	652
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	-	-	4.11	-	6.43	6.21
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.309
Pot Cap-1 Maneuver	-	-	880	-	193	470
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	171	470
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	491	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	2.01	26.27			
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	171	470	-	-	880	-
HCM Lane V/C Ratio	0.449	0.228	-	-	0.115	-
HCM Ctrl Dly (s/v)	42.1	14.9	-	-	9.6	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.1	0.9	-	-	0.4	-

05/06/2025

17: NW Leadbetter Dr & NW Lake Rd

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	560	7	81	351	6	4	5	118	10	7	13
Future Vol, veh/h	7	560	7	81	351	6	4	5	118	10	7	13
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	8
Mvmt Flow	8	609	8	88	382	7	4	5	128	11	8	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	619	0	0	1193	1195	616	1188	1195	386
Stage 1	-	-	-	-	-	-	631	631	-	561	561	-
Stage 2	-	-	-	-	-	-	562	564	-	627	635	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1181	-	-	971	-	-	165	188	495	167	188	649
Stage 1	-	-	-	-	-	-	473	478	-	516	513	-
Stage 2	-	-	-	-	-	-	515	512	-	475	476	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	968	-	-	139	169	493	108	169	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	169	-	108	169	-
Stage 1	-	-	-	-	-	-	468	473	-	469	467	-
Stage 2	-	-	-	-	-	-	450	465	-	345	471	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	1.68	17.41	27.14
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	1181	-	-	968	-	-	195
HCM Lane V/C Ratio	0.323	0.006	-	-	0.091	-	-	0.167
HCM Ctrl Dly (s/v)	17.4	8.1	-	-	9.1	-	-	27.1
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.4	0	-	-	0.3	-	-	0.6

05/06/2025

18: NW Parker St & NW Lake Rd

Background 2030 F
Weekday PM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	435	147	43	310	200	120	43	90
Future Volume (vph)	19	435	147	43	310	200	120	43	90
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	28.0	24.0	24.0	29.4	25.4	23.3	17.1	14.8	9.7
Actuated g/C Ratio	0.43	0.37	0.37	0.45	0.39	0.36	0.26	0.23	0.15
v/c Ratio	0.04	0.69	0.23	0.13	0.27	0.41	0.53	0.15	0.42
Control Delay (s/veh)	14.5	26.0	2.9	14.3	18.1	21.5	26.9	19.7	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	26.0	2.9	14.3	18.1	21.5	26.9	19.7	34.9
LOS	B	C	A	B	B	C	C	B	C
Approach Delay (s/veh)		20.0			17.7		24.4		30.6
Approach LOS		B			B		C		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 65.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 21.7

Intersection LOS: C

Intersection Capacity Utilization 64.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



05/06/2025

18: NW Parker St & NW Lake Rd

Background 2030 F
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	435	147	43	310	25	200	120	112	43	90	17
Future Volume (veh/h)	19	435	147	43	310	25	200	120	112	43	90	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1885	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	21	478	113	47	341	18	220	132	102	47	99	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1	0	1	0	1	1	0	0	1	0
Cap, veh/h	580	577	484	274	527	28	384	177	137	204	173	24
Arrive On Green	0.24	0.30	0.30	0.08	0.15	0.15	0.11	0.18	0.18	0.05	0.11	0.11
Sat Flow, veh/h	1810	1900	1592	1810	3460	182	1795	984	761	1810	1613	228
Grp Volume(v), veh/h	21	478	113	47	176	183	220	0	234	47	0	113
Grp Sat Flow(s),veh/h/ln	1810	1900	1592	1810	1791	1851	1795	0	1745	1810	0	1842
Q Serve(g_s), s	0.0	13.9	3.2	0.0	5.5	5.5	0.4	0.0	7.5	0.0	0.0	3.5
Cycle Q Clear(g_c), s	0.0	13.9	3.2	0.0	5.5	5.5	0.4	0.0	7.5	0.0	0.0	3.5
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.44	1.00		0.12
Lane Grp Cap(c), veh/h	580	577	484	274	273	282	384	0	314	204	0	198
V/C Ratio(X)	0.04	0.83	0.23	0.17	0.64	0.65	0.57	0.00	0.75	0.23	0.00	0.57
Avail Cap(c_a), veh/h	580	1261	1057	711	1497	1547	481	0	710	409	0	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	19.2	15.5	24.8	23.6	23.6	23.0	0.0	23.0	27.0	0.0	25.1
Incr Delay (d2), s/veh	0.0	1.2	0.1	0.1	1.0	0.9	1.3	0.0	1.3	0.6	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.5	1.1	0.6	2.2	2.3	2.7	0.0	2.9	0.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	20.4	15.5	24.9	24.5	24.6	24.3	0.0	24.3	27.6	0.0	26.1
LnGrp LOS	B	C	B	C	C	C	C		C	C		C
Approach Vol, veh/h	612			406			454			160		
Approach Delay, s/veh	19.3			24.6			24.3			26.5		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	23.7	8.3	16.6	19.9	14.5	12.2	12.7				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+I1), s	2.0	15.9	2.0	9.5	2.0	7.5	2.4	5.5				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.7	0.0	1.3	0.4	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

31552_Synchro 12 model for TIA.syn
Kittelson & Associates, IncSynchro 12 Report
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05/06/2025
19: SE 283rd Ave & SE 23rd St

Background 2030 F
Weekday PM Peak Hour

Item 9.

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	55	164	40	41	154
Future Vol, veh/h	51	55	164	40	41	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	6	4	14	5	4
Mvmt Flow	58	63	186	45	47	175

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	477	209	0
Stage 1	209	-	-
Stage 2	268	-	-
Critical Hdwy	6.44	6.26	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.354	-
Pot Cap-1 Maneuver	543	821	-
Stage 1	821	-	-
Stage 2	772	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	522	821	-
Mov Cap-2 Maneuver	522	-	-
Stage 1	821	-	-
Stage 2	742	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.88	0	1.65
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	378
HCM Lane V/C Ratio	-	-	0.187	0.035
HCM Ctrl Dly (s/v)	-	-	11.9	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Appendix G: Year 2030 Total Traffic Conditions Analysis Worksheets

HCM 7th TWSC

1: NE 232nd Ave & NE 28th St

06/23/2025

Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	162	153	59	278	2	115	2	36	1	3	6
Future Vol, veh/h	2	162	153	59	278	2	115	2	36	1	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	6	12	10	7	0	6	0	21	0	0	20
Mvmt Flow	3	225	213	82	386	3	160	3	50	1	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	438	0	0	889	890	331	783	994	388
Stage 1	-	-	-	-	-	-	337	337	-	551	551	-
Stage 2	-	-	-	-	-	-	552	553	-	232	443	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.16	6.5	6.41	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.554	4	3.489	3.5	4	3.48
Pot Cap-1 Maneuver	1181	-	-	1081	-	-	260	284	669	313	247	623
Stage 1	-	-	-	-	-	-	669	645	-	522	518	-
Stage 2	-	-	-	-	-	-	511	518	-	776	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1181	-	-	1081	-	-	227	256	669	259	222	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	256	-	259	222	-
Stage 1	-	-	-	-	-	-	667	643	-	472	468	-
Stage 2	-	-	-	-	-	-	451	468	-	712	577	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	1.5	54.71	15.1
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	10	-	-	313	-	-	370
HCM Lane V/C Ratio	0.79	0.002	-	-	0.076	-	-	0.037
HCM Ctrl Dly (s/v)	54.7	8.1	0	-	8.6	0	-	15.1
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	6.1	0	-	-	0.2	-	-	0.1

HCM 7th TWSC

2: NE 242nd Ave (SR 500) & NE 28th St

06/23/2025

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Future Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	9	0	0	6	6	0	0	0	4	0	5
Mvmt Flow	36	201	0	0	296	141	0	0	0	125	0	102

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	201	0	0	571	712	201	641	641	367
Stage 1	-	-	-	-	-	-	274	274	-	367	367	-
Stage 2	-	-	-	-	-	-	296	438	-	274	274	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.345
Pot Cap-1 Maneuver	1066	-	-	1383	-	-	435	360	845	385	395	672
Stage 1	-	-	-	-	-	-	736	687	-	648	626	-
Stage 2	-	-	-	-	-	-	716	582	-	728	687	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1066	-	-	1383	-	-	354	346	845	370	380	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	346	-	370	380	-
Stage 1	-	-	-	-	-	-	708	660	-	648	626	-
Stage 2	-	-	-	-	-	-	607	582	-	700	660	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.3	0	0	19.98
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	276	-	-	1383	-	-	464
HCM Lane V/C Ratio	-	0.034	-	-	-	-	-	0.49
HCM Ctrl Dly (s/v)	0	8.5	0	-	0	-	-	20
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	2.6

HCM 7th TWSC 3: NE 249th Ave & SR 500

06/23/2025

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	33	2	299	54	0
Future Vol, veh/h	255	33	2	299	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	4	100	6	7	0
Mvmt Flow	280	36	2	329	59	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	316	0	631
Stage 1	-	-	-	-	298
Stage 2	-	-	-	-	333
Critical Hdwy	-	-	5.1	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	3.1	-	3.563
Pot Cap-1 Maneuver	-	-	847	-	437
Stage 1	-	-	-	-	742
Stage 2	-	-	-	-	715
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	847	-	435
Mov Cap-2 Maneuver	-	-	-	-	435
Stage 1	-	-	-	-	742
Stage 2	-	-	-	-	713

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	14.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	12	-
HCM Lane V/C Ratio	0.136	-	-	0.003	-
HCM Ctrl Dly (s/v)	14.6	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 7th TWSC
4: NE 14th St & NE 249th Ave

06/23/2025

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	1	34	33	3
Future Vol, veh/h	12	6	1	34	33	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	9	0	0	0	8	33
Mvmt Flow	17	9	1	49	48	4

Major/Minor	Minor2	Major2		
Conflicting Flow All	26	26	-	0
Stage 1	26	26	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.49	6.5	-	-
Critical Hdwy Stg 1	5.49	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.581	4	-	-
Pot Cap-1 Maneuver	972	871	-	-
Stage 1	979	877	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	972	0	-	-
Mov Cap-2 Maneuver	972	0	-	-
Stage 1	979	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.81	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	972	-	-
HCM Lane V/C Ratio	0.027	-	-
HCM Ctrl Dly (s/v)	8.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 7th TWSC
5: NE 3rd St & NE 257th Ave

06/23/2025

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	75	30	9	36	8
Future Vol, veh/h	22	75	30	9	36	8
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	4	7	0	9	0
Mvmt Flow	30	101	41	12	49	11

Major/Minor	Minor2	Major2		
Conflicting Flow All	47	47	-	0
Stage 1	47	47	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	7.14	-	-
Critical Hdwy Stg 1	6	6.14	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4.036	-	-
Pot Cap-1 Maneuver	961	835	-	-
Stage 1	973	846	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	961	0	-	-
Mov Cap-2 Maneuver	961	0	-	-
Stage 1	973	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.34	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	961	-	-
HCM Lane V/C Ratio	0.136	-	-
HCM Ctrl Dly (s/v)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

MOVEMENT SUMMARY

 **Site: 6 [NE Everett St & NE 3rd St_TotalAM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh ft		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: SR500															
3	L2	All MCs	35	0.0	35	0.0	0.198	9.7	LOS A	1.1	27.5	0.10	0.49	0.10	35.1
18	R2	All MCs	213	4.0	213	4.0	0.198	4.1	LOS A	1.1	27.5	0.10	0.49	0.10	35.4
Approach			248	3.4	248	3.4	0.198	4.9	LOS A	1.1	27.5	0.10	0.49	0.10	35.4
East: SR 500															
1	L2	All MCs	385	3.0	385	3.0	0.313	9.9	LOS A	1.7	43.8	0.16	0.61	0.16	32.7
6	T1	All MCs	5	50.0	5	50.0	0.313	4.5	LOS A	1.7	43.8	0.16	0.61	0.16	32.7
Approach			390	3.7	390	3.7	0.313	9.8	LOS A	1.7	43.8	0.16	0.61	0.16	32.7
West: NE 3rd St															
2	T1	All MCs	12	27.0	12	27.0	0.136	7.2	LOS A	0.6	16.8	0.48	0.58	0.48	34.7
12	R2	All MCs	113	6.0	113	6.0	0.136	6.1	LOS A	0.6	16.8	0.48	0.58	0.48	34.8
Approach			125	8.0	125	8.0	0.136	6.2	LOS A	0.6	16.8	0.48	0.58	0.48	34.8
All Vehicles			764	4.3	764	4.3	0.313	7.6	LOS A	1.7	43.8	0.19	0.57	0.19	33.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

MOVEMENT SUMMARY

Site: 7 [NE Everett St & NE Everett Dr_TotalAM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
8	T1	All MCs	289	3.0	289	3.0	0.523	5.8	LOS A	4.0	103.6	0.54	0.53	0.54	34.7
18	R2	All MCs	256	3.0	256	3.0	0.523	5.7	LOS A	4.0	103.6	0.54	0.53	0.54	34.4
Approach			544	3.0	544	3.0	0.523	5.7	LOS A	4.0	103.6	0.54	0.53	0.54	34.5
East: NE Everett Drive															
1	L2	All MCs	226	10.0	226	10.0	0.343	11.5	LOS B	2.0	53.4	0.55	0.66	0.55	32.3
16	R2	All MCs	79	3.0	79	3.0	0.343	6.1	LOS A	2.0	53.4	0.55	0.66	0.55	32.9
Approach			305	8.2	305	8.2	0.343	10.1	LOS B	2.0	53.4	0.55	0.66	0.55	32.5
North: SR500															
7	L2	All MCs	170	1.0	170	1.0	0.677	12.6	LOS B	6.8	174.0	0.73	0.66	0.79	32.8
4	T1	All MCs	498	3.0	498	3.0	0.677	7.8	LOS A	6.8	174.0	0.73	0.66	0.79	33.4
Approach			668	2.5	668	2.5	0.677	9.0	LOS A	6.8	174.0	0.73	0.66	0.79	33.2
All Vehicles			1517	3.8	1517	3.8	0.677	8.1	LOS A	6.8	174.0	0.62	0.61	0.65	33.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

HCM 7th TWSC

8: NE Everett St (SR 500) & SE Leadbetter Rd

06/23/2025

Intersection						
Int Delay, s/veh	7.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	155	97	365	533	23
Future Vol, veh/h	31	155	97	365	533	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	10	3	5	6
Mvmt Flow	38	191	120	451	658	28

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1362	672	686	0	-	0
Stage 1	672	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.8	6.47	4.2	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.29	-	-	-
Pot Cap-1 Maneuver	142	431	871	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	431	871	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	46.17	2.06	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	871	-	303	-	-
HCM Lane V/C Ratio	0.137	-	0.758	-	-
HCM Ctrl Dly (s/v)	9.8	-	46.2	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.5	-	5.8	-	-

Timings

9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	333	71	395	485	96	596
Future Volume (vph)	333	71	395	485	96	596
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	23.8	23.8	28.6	72.7	38.9	38.9
Actuated g/C Ratio	0.33	0.33	0.39	1.00	0.54	0.54
v/c Ratio	0.75	0.15	0.67	0.39	0.30	0.71
Control Delay (s/veh)	34.0	6.0	26.8	0.8	11.6	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	6.0	26.8	0.8	11.6	18.3
LOS	C	A	C	A	B	B
Approach Delay (s/veh)	29.0		12.5			17.3
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 72.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 17.6

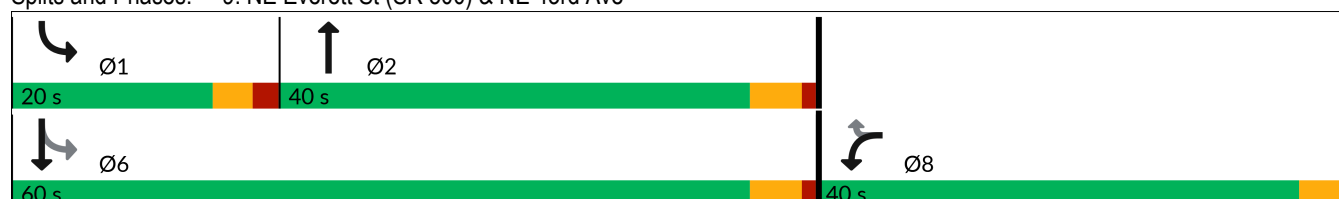
Intersection LOS: B

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



HCM 7th Signalized Intersection Summary9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	333	71	395	485	96	596
Future Volume (veh/h)	333	71	395	485	96	596
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1799	1814	1746	1732	1802	1997
Adj Flow Rate, veh/h	383	59	454	0	110	685
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	12	11	4	5	17	4
Cap, veh/h	476	427	651		393	1075
Arrive On Green	0.28	0.28	0.37	0.00	0.06	0.54
Sat Flow, veh/h	1713	1537	1746	1468	1716	1997
Grp Volume(v), veh/h	383	59	454	0	110	685
Grp Sat Flow(s),veh/h/ln	1713	1537	1746	1468	1716	1997
Q Serve(g_s), s	10.2	1.4	10.8	0.0	1.8	11.8
Cycle Q Clear(g_c), s	10.2	1.4	10.8	0.0	1.8	11.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	476	427	651		393	1075
V/C Ratio(X)	0.80	0.14	0.70		0.28	0.64
Avail Cap(c_a), veh/h	1260	1130	1249		810	2244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	13.3	13.0	0.0	9.1	7.9
Incr Delay (d2), s/veh	3.2	0.1	2.9	0.0	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.5	4.0	0.0	0.5	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.7	13.4	15.9	0.0	9.4	8.7
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	442		454			795
Approach Delay, s/veh	18.9		15.9			8.8
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.1	23.2			31.4	17.6
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	12.8			13.8	12.2
Green Ext Time (p_c), s	0.2	5.4			7.0	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			13.3			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

Site: 10 [NE Everett St & NW Lake Rd_TotalAM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: NE Everett Street															
3	L2	All MCs	238	7.0	238	7.0	0.376	14.3	LOS B	2.5	66.4	0.81	0.76	0.81	31.0
8	T1	All MCs	432	7.0	432	7.0	0.530	8.3	LOS A	4.8	125.8	0.89	0.75	0.99	34.0
Approach			670	7.0	670	7.0	0.530	10.5	LOS B	4.8	125.8	0.86	0.76	0.93	32.9
North: NE Everett Street															
4	T1	All MCs	625	10.0	625	10.0	0.562	5.6	LOS A	4.7	127.9	0.67	0.54	0.67	34.5
14	R2	All MCs	414	2.0	414	2.0	0.336	5.0	LOS A	2.3	59.5	0.52	0.53	0.52	35.1
Approach			1039	6.8	1039	6.8	0.562	5.4	LOS A	4.7	127.9	0.61	0.54	0.61	34.7
West: NW Lake Road															
5	L2	All MCs	582	3.0	582	3.0	0.684	18.4	LOS B	8.1	208.5	0.97	0.92	1.29	29.5
12	R2	All MCs	250	6.0	250	6.0	0.309	7.7	LOS A	2.2	56.5	0.80	0.69	0.80	34.2
Approach			832	3.9	832	3.9	0.684	15.2	LOS B	8.1	208.5	0.92	0.85	1.14	30.7
All Vehicles			2540	5.9	2540	5.9	0.684	9.9	LOS A	8.1	208.5	0.78	0.70	0.87	32.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

HCM 7th TWSC

11: NE Everett St (SR 500) & NE 17th Ave

06/23/2025

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	77	14	24	339	526	82
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Future Vol, veh/h	77	14	24	339	526	82
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Conflicting Peds, #/hr	0	0	3	0	0	3
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	50	-	-	-
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Veh in Median Storage, #	1	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	91	91	91	91	91	91
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Heavy Vehicles, %	7	7	0	6	2	0
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Mvmt Flow	85	15	26	373	578	90
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1051	626	671
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Stage 1	626	-	-
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Stage 2	425	-	-
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Critical Hdwy	6.47	6.27	4.1
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Critical Hdwy Stg 1	5.47	-	-
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Critical Hdwy Stg 2	5.47	-	-
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Follow-up Hdwy	3.563	3.363	2.2
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Pot Cap-1 Maneuver	246	475	929
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Stage 1	524	-	-
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Stage 2	649	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	237	474	926
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Mov Cap-2 Maneuver	365	-	-
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Stage 1	507	-	-
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Stage 2	647	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	17.89	0.6	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	926	-	379	-	-
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HCM Lane V/C Ratio	0.028	-	0.264	-	-
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HCM Ctrl Dly (s/v)	9	-	17.9	-	-
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HCM Lane LOS	A	-	C	-	-
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HCM 95th %tile Q(veh)	0.1	-	1	-	-
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HCM 7th TWSC

12: NE Everett St (SR 500) & NE 15th Ave

06/23/2025

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	47	25	19	4	25	78	8	252	6	81	327	131
Future Vol, veh/h	47	25	19	4	25	78	8	252	6	81	327	131
Conflicting Peds, #/hr	13	0	3	3	0	13	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	0	5	0	0	0	25	6	17	1	4	0
Mvmt Flow	54	29	22	5	29	90	9	290	7	93	376	151

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	973	958	454	897	1030	312	526	0	0	303	0	0
Stage 1	637	637	-	317	317	-	-	-	-	-	-	-
Stage 2	335	321	-	579	713	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.25	7.1	6.5	6.2	4.35	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.345	3.5	4	3.3	2.425	-	-	2.209	-	-
Pot Cap-1 Maneuver	223	259	600	263	235	733	933	-	-	1264	-	-
Stage 1	450	474	-	698	658	-	-	-	-	-	-	-
Stage 2	660	655	-	504	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	155	236	598	204	215	721	933	-	-	1257	-	-
Mov Cap-2 Maneuver	155	236	-	204	215	-	-	-	-	-	-	-
Stage 1	417	439	-	688	648	-	-	-	-	-	-	-
Stage 2	541	645	-	419	406	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	39.09		16.4		0.27		1.22	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	933	-	-	206	438	1257	-
HCM Lane V/C Ratio	0.01	-	-	0.507	0.281	0.074	-
HCM Ctrl Dly (s/v)	8.9	-	-	39.1	16.4	8.1	-
HCM Lane LOS	A	-	-	E	C	A	-
HCM 95th %tile Q(veh)	0	-	-	2.6	1.1	0.2	-

HCM 7th TWSC

13: NE Everett St (SR 500) & NE 14th Ave

06/23/2025

Intersection

Int Delay, s/veh 11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	23	1	0	18	209	1	0	0	274	0	74
Future Vol, veh/h	56	23	1	0	18	209	1	0	0	274	0	74
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	8	4	0	0	0	7	0	0	0	4	0	3
Mvmt Flow	66	27	1	0	21	246	1	0	0	322	0	87

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	702	692	44	-	735	2	87	0	0	1	0	0
Stage 1	688	688	-	-	3	-	-	-	-	-	-	-
Stage 2	14	3	-	-	732	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.54	6.2	-	6.5	6.27	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.036	3.3	-	4	3.363	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	345	365	1032	0	349	1068	1522	-	-	1609	-	-
Stage 1	427	444	-	0	897	-	-	-	-	-	-	-
Stage 2	991	889	-	0	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	287	1032	-	274	1066	1522	-	-	1607	-	-
Mov Cap-2 Maneuver	196	287	-	-	274	-	-	-	-	-	-	-
Stage 1	336	349	-	-	896	-	-	-	-	-	-	-
Stage 2	743	888	-	-	338	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	33.56	10.99	7.37	6.14
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1522	-	-	218	867	1181	-
HCM Lane V/C Ratio	0.001	-	-	0.432	0.308	0.201	-
HCM Ctrl Dly (s/v)	7.4	0	-	33.6	11	7.8	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0	-	-	2	1.3	0.7	-

HCM 7th TWSC
14: NE 6th Ave & Division St

06/23/2025

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	159	413	610	20	11	265
Future Vol, veh/h	159	413	610	20	11	265
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	7	5	10	0	1
Mvmt Flow	173	449	663	22	12	288

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	685	0	0 1244 342
Stage 1	-	-	- - 674 -
Stage 2	-	-	- - 570 -
Critical Hdwy	4.2	-	- - 5.2 6.12
Critical Hdwy Stg 1	-	-	- - 4.2 -
Critical Hdwy Stg 2	-	-	- - 4.2 -
Follow-up Hdwy	2.25	-	- - 3.5 3.31
Pot Cap-1 Maneuver	885	-	- - 294 708
Stage 1	-	-	- - 639 -
Stage 2	-	-	- - 689 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	885	-	- - 228 708
Mov Cap-2 Maneuver	-	-	- - 228 -
Stage 1	-	-	- - 496 -
Stage 2	-	-	- - 689 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.71	0	13.84
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	774	-	-	-	228	708
HCM Lane V/C Ratio	0.195	-	-	-	0.052	0.407
HCM Ctrl Dly (s/v)	10.1	1.3	-	-	21.6	13.5
HCM Lane LOS	B	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2	2

HCM 7th TWSC

15: NW Lacamas Ln & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	587	3	68	520	4	174
Future Vol, veh/h	587	3	68	520	4	174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	3	3	0	0
Mvmt Flow	675	3	78	598	5	200

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	678
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	909
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	909
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.08	16.62
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	220	511	-	-	909	-
HCM Lane V/C Ratio	0.021	0.391	-	-	0.086	-
HCM Ctrl Dly (s/v)	21.7	16.5	-	-	9.3	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	1.8	-	-	0.3	-

HCM 7th TWSC
16: NW Sierra St & NW Lake Rd

06/23/2025

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	410	88	76	428	93	166
Future Vol, veh/h	410	88	76	428	93	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	11	2	3	7
Mvmt Flow	456	98	84	476	103	184

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	553
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	973
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	973
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.36	24.07
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	200	558	-	-	973	-
HCM Lane V/C Ratio	0.518	0.331	-	-	0.087	-
HCM Ctrl Dly (s/v)	40.9	14.6	-	-	9.1	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.6	1.4	-	-	0.3	-

HCM 7th TWSC

17: NW Leadbetter Dr & NW Lake Rd

06/23/2025

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	315	12	120	407	6	3	9	176	8	9	8
Future Vol, veh/h	7	315	12	120	407	6	3	9	176	8	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	18	2	2	33	0	22	8	0	0	12
Mvmt Flow	8	342	13	130	442	7	3	10	191	9	10	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	355	0	0	1072	1074	349	1069	1077	446
Stage 1	-	-	-	-	-	-	364	364	-	707	707	-
Stage 2	-	-	-	-	-	-	708	710	-	362	371	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.72	6.28	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.198	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1122	-	-	1203	-	-	200	203	681	201	221	592
Stage 1	-	-	-	-	-	-	659	590	-	430	441	-
Stage 2	-	-	-	-	-	-	429	408	-	660	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1203	-	-	167	179	681	122	195	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	179	-	122	195	-
Stage 1	-	-	-	-	-	-	655	586	-	383	394	-
Stage 2	-	-	-	-	-	-	367	364	-	464	619	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.17			1.88			14.66			25.87		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	1122	-	-	1203	-	-	200
HCM Lane V/C Ratio	0.355	0.007	-	-	0.108	-	-	0.136
HCM Ctrl Dly (s/v)	14.7	8.2	-	-	8.4	-	-	25.9
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.6	0	-	-	0.4	-	-	0.5

Timings

18: NW Parker St & NW Lake Rd

06/23/2025

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	189	171	106	283	143	59	44	116
Future Volume (vph)	9	189	171	106	283	143	59	44	116
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	18.7	12.6	12.6	21.0	18.8	21.8	17.0	16.7	9.9
Actuated g/C Ratio	0.33	0.22	0.22	0.37	0.33	0.39	0.30	0.30	0.18
v/c Ratio	0.03	0.56	0.40	0.27	0.33	0.31	0.36	0.13	0.49
Control Delay (s/veh)	13.7	27.1	6.5	15.3	16.3	14.6	15.9	13.4	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	27.1	6.5	15.3	16.3	14.6	15.9	13.4	28.6
LOS	B	C	A	B	B	B	B	B	C
Approach Delay (s/veh)		17.2			16.0		15.3		24.8
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 56.3

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 17.4

Intersection LOS: B

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



HCM 7th Signalized Intersection Summary

18: NW Parker St & NW Lake Rd

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	189	171	106	283	36	143	59	102	44	116	15
Future Volume (veh/h)	9	189	171	106	283	36	143	59	102	44	116	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1574	1841	1856	1900	1870	1826	1885	1856	1841	1796	1856	1900
Adj Flow Rate, veh/h	11	228	129	128	341	24	172	71	88	53	140	16
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	22	4	3	0	2	5	1	3	4	7	3	0
Cap, veh/h	386	327	279	380	550	39	403	120	149	381	249	29
Arrive On Green	0.12	0.18	0.18	0.10	0.16	0.16	0.09	0.16	0.16	0.09	0.15	0.15
Sat Flow, veh/h	1499	1841	1572	1810	3369	236	1795	749	929	1711	1632	186
Grp Volume(v), veh/h	11	228	129	128	179	186	172	0	159	53	0	156
Grp Sat Flow(s),veh/h/ln	1499	1841	1572	1810	1777	1828	1795	0	1678	1711	0	1818
Q Serve(g_s), s	0.0	5.7	3.6	0.0	4.6	4.6	0.0	0.0	4.3	0.0	0.0	3.9
Cycle Q Clear(g_c), s	0.0	5.7	3.6	0.0	4.6	4.6	0.0	0.0	4.3	0.0	0.0	3.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.55	1.00		0.10
Lane Grp Cap(c), veh/h	386	327	279	380	290	298	403	0	270	381	0	278
V/C Ratio(X)	0.03	0.70	0.46	0.34	0.62	0.62	0.43	0.00	0.59	0.14	0.00	0.56
Avail Cap(c_a), veh/h	496	1476	1261	908	1794	1846	596	0	825	551	0	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	18.9	18.1	19.3	19.1	19.1	19.3	0.0	19.1	18.2	0.0	19.2
Incr Delay (d2), s/veh	0.0	1.0	0.4	0.2	0.8	0.8	0.7	0.0	0.8	0.2	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.2	1.2	1.2	1.7	1.8	1.7	0.0	1.5	0.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	19.9	18.5	19.5	19.9	19.9	20.0	0.0	19.8	18.4	0.0	19.9
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h	368			493			331			209		
Approach Delay, s/veh	19.3			19.8			19.9			19.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	14.4	10.1	13.8	11.6	13.5	10.1	13.8				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+I1), s	2.0	7.7	2.0	6.3	2.0	6.6	2.0	5.9				
Green Ext Time (p_c), s	0.1	1.0	0.0	0.5	0.0	1.3	0.3	0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 19.7

HCM 7th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC

19: SE 283rd Ave & SE 23rd St

06/23/2025

Intersection

Int Delay, s/veh 4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	106	216	43	54	140
Future Vol, veh/h	48	106	216	43	54	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	14	9	3	18	8	9
Mvmt Flow	54	119	243	48	61	157

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	546	267	0
Stage 1	267	-	-
Stage 2	279	-	-
Critical Hdwy	6.54	6.29	-
Critical Hdwy Stg 1	5.54	-	-
Critical Hdwy Stg 2	5.54	-	-
Follow-up Hdwy	3.626	3.381	-
Pot Cap-1 Maneuver	479	755	-
Stage 1	751	-	-
Stage 2	742	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	453	755	-
Mov Cap-2 Maneuver	453	-	-
Stage 1	751	-	-
Stage 2	702	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.94	0	2.24
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	625	501
HCM Lane V/C Ratio	-	-	0.277	0.049
HCM Ctrl Dly (s/v)	-	-	12.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2

HCM 7th TWSC

1: NE 232nd Ave & NE 28th St

06/23/2025

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	387	132	13	231	0	124	0	14	1	1	3
Future Vol, veh/h	6	387	132	13	231	0	124	0	14	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	3	0	0	100	0	0
Mvmt Flow	6	412	140	14	246	0	132	0	15	1	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	552	0	0	769	768	482	698	838	246
Stage 1	-	-	-	-	-	-	495	495	-	273	273	-
Stage 2	-	-	-	-	-	-	274	273	-	424	565	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1332	-	-	1028	-	-	317	334	588	253	304	798
Stage 1	-	-	-	-	-	-	555	549	-	561	687	-
Stage 2	-	-	-	-	-	-	730	687	-	454	511	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1332	-	-	1028	-	-	308	327	588	241	298	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	327	-	241	298	-
Stage 1	-	-	-	-	-	-	551	546	-	553	677	-
Stage 2	-	-	-	-	-	-	715	677	-	439	508	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.46	25.08	13.21
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	20	-	-	96	-	-	444
HCM Lane V/C Ratio	0.454	0.005	-	-	0.013	-	-	0.012
HCM Ctrl Dly (s/v)	25.1	7.7	0	-	8.5	0	-	13.2
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	0

HCM 7th TWSC

2: NE 242nd Ave (SR 500) & NE 28th St

06/23/2025

Intersection												
Int Delay, s/veh	12.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Future Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	103	338	0	0	204	141	0	0	0	186	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	338	0	0	749	890	338	819	819	275
Stage 1	-	-	-	-	-	-	544	544	-	275	275	-
Stage 2	-	-	-	-	-	-	204	346	-	544	544	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1208	-	-	1233	-	-	331	284	709	293	312	769
Stage 1	-	-	-	-	-	-	527	522	-	729	686	-
Stage 2	-	-	-	-	-	-	802	639	-	521	522	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1208	-	-	1233	-	-	269	254	709	262	279	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	254	-	262	279	-
Stage 1	-	-	-	-	-	-	471	467	-	729	686	-
Stage 2	-	-	-	-	-	-	730	639	-	466	467	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.93	0	0	49
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	422	-	-	1233	-	-	319
HCM Lane V/C Ratio	-	0.086	-	-	-	-	-	0.798
HCM Ctrl Dly (s/v)	0	8.3	0	-	0	-	-	49
HCM Lane LOS	A	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	6.5

HCM 7th TWSC

3: NE 249th Ave & NE 25th St (SR 500)

06/23/2025

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	428	55	2	280	31	4
Future Vol, veh/h	428	55	2	280	31	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	3	50	4	7	0
Mvmt Flow	486	63	2	318	35	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	549	0	840
Stage 1	-	-	-	-	518
Stage 2	-	-	-	-	323
Critical Hdwy	-	-	4.6	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.65	-	3.563
Pot Cap-1 Maneuver	-	-	819	-	329
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	723
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	819	-	328
Mov Cap-2 Maneuver	-	-	-	-	328
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	720

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	16.83
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	13	-
HCM Lane V/C Ratio	0.116	-	-	0.003	-
HCM Ctrl Dly (s/v)	16.8	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 7th TWSC

4: NE 14th St & NE 249th Ave

06/23/2025

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	8	29	42	13
Future Vol, veh/h	6	6	8	29	42	13
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	20	0	0	0	0	8
Mvmt Flow	9	9	12	43	62	19

Major/Minor	Minor2	Major2		
Conflicting Flow All	33	33	-	0
Stage 1	33	33	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.6	6.5	-	-
Critical Hdwy Stg 1	5.6	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.68	4	-	-
Pot Cap-1 Maneuver	936	863	-	-
Stage 1	945	871	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	936	0	-	-
Mov Cap-2 Maneuver	936	0	-	-
Stage 1	945	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.92	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	936	-	-
HCM Lane V/C Ratio	0.019	-	-
HCM Ctrl Dly (s/v)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 7th TWSC
5: NE 3rd St & NE 257th Ave

06/23/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	46	74	23	19	23
Future Vol, veh/h	15	46	74	23	19	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	71	114	35	29	35

Major/Minor	Minor2	Major2		
Conflicting Flow All	132	132	-	0
Stage 1	132	132	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	7.1	-	-
Critical Hdwy Stg 1	6	6.1	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4	-	-
Pot Cap-1 Maneuver	848	746	-	-
Stage 1	880	774	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	848	0	-	-
Mov Cap-2 Maneuver	848	0	-	-
Stage 1	880	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.77	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	848	-	-
HCM Lane V/C Ratio	0.111	-	-
HCM Ctrl Dly (s/v)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

MOVEMENT SUMMARY

Site: 6 [NE Everett St & NE 3rd St_TotalIPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE 3rd St
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] ft				mph
South: SR500															
3	L2	All MCs	98	6.0	98	6.0	0.291	9.7	LOS A	1.7	42.5	0.09	0.52	0.09	34.7
18	R2	All MCs	272	1.0	272	1.0	0.291	4.0	LOS A	1.7	42.5	0.09	0.52	0.09	35.2
Approach			369	2.3	369	2.3	0.291	5.5	LOS A	1.7	42.5	0.09	0.52	0.09	35.1
East: SR 500															
1	L2	All MCs	208	2.0	208	2.0	0.185	10.1	LOS B	0.9	21.9	0.25	0.61	0.25	32.7
6	T1	All MCs	14	0.0	14	0.0	0.185	4.3	LOS A	0.9	21.9	0.25	0.61	0.25	33.4
Approach			222	1.9	222	1.9	0.185	9.8	LOS A	0.9	21.9	0.25	0.61	0.25	32.7
West: NE 3rd St															
2	T1	All MCs	11	0.0	11	0.0	0.067	4.9	LOS A	0.3	7.6	0.33	0.50	0.33	35.6
12	R2	All MCs	67	0.0	67	0.0	0.067	4.9	LOS A	0.3	7.6	0.33	0.50	0.33	35.3
Approach			78	0.0	78	0.0	0.067	4.9	LOS A	0.3	7.6	0.33	0.50	0.33	35.3
All Vehicles			669	1.9	669	1.9	0.291	6.9	LOS A	1.7	42.5	0.17	0.55	0.17	34.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 Site: 7 [NE Everett St & NE Everett Dr_TotalPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: SR500															
8	T1	All MCs	349	1.0	349	1.0	0.458	4.8	LOS A	3.3	81.9	0.29	0.44	0.29	35.4
18	R2	All MCs	194	0.0	194	0.0	0.458	4.7	LOS A	3.3	81.9	0.29	0.44	0.29	35.1
Approach			544	0.6	544	0.6	0.458	4.8	LOS A	3.3	81.9	0.29	0.44	0.29	35.3
East: NE Everett Drive															
1	L2	All MCs	174	0.0	174	0.0	0.237	11.2	LOS B	1.2	30.8	0.50	0.67	0.50	32.6
16	R2	All MCs	52	0.0	52	0.0	0.237	6.2	LOS A	1.2	30.8	0.50	0.67	0.50	33.0
Approach			226	0.0	226	0.0	0.237	10.0	LOS B	1.2	30.8	0.50	0.67	0.50	32.7
North: SR500															
7	L2	All MCs	61	2.0	61	2.0	0.274	10.3	LOS B	1.5	38.7	0.39	0.52	0.39	33.9
4	T1	All MCs	235	0.0	235	0.0	0.274	5.3	LOS A	1.5	38.7	0.39	0.52	0.39	34.6
Approach			296	0.4	296	0.4	0.274	6.3	LOS A	1.5	38.7	0.39	0.52	0.39	34.4
All Vehicles			1065	0.4	1065	0.4	0.458	6.3	LOS A	3.3	81.9	0.36	0.51	0.36	34.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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HCM 7th TWSC

8: NE Everett St (SR 500) & SE Leadbetter Rd

06/23/2025

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	131	125	426	322	18
Future Vol, veh/h	28	131	125	426	322	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	2	0	1	0
Mvmt Flow	30	142	136	463	350	20

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1095	360	370	0	-	0
Stage 1	360	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	211	667	1189	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	667	1189	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.48	1.91	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1189	-	460	-	-
HCM Lane V/C Ratio	0.114	-	0.376	-	-
HCM Ctrl Dly (s/v)	8.4	-	17.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.7	-	-

Timings

9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑	↘	↙	↓
Traffic Volume (vph)	224	60	488	298	53	404
Future Volume (vph)	224	60	488	298	53	404
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	14.5	14.5	29.3	59.4	35.3	35.3
Actuated g/C Ratio	0.24	0.24	0.49	1.00	0.59	0.59
v/c Ratio	0.55	0.14	0.59	0.21	0.12	0.40
Control Delay (s/veh)	27.1	7.4	16.5	0.3	5.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.1	7.4	16.5	0.3	5.9	7.8
LOS	C	A	B	A	A	A
Approach Delay (s/veh)	22.9		10.4			7.6
Approach LOS	C		B			A

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 59.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 11.9

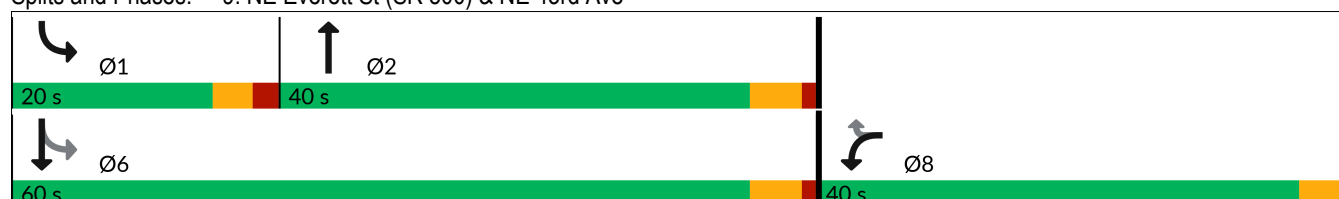
Intersection LOS: B

Intersection Capacity Utilization 53.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



HCM 7th Signalized Intersection Summary

9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	60	488	298	53	404
Future Volume (veh/h)	224	60	488	298	53	404
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1979	1979	1791	1806	2057	2012
Adj Flow Rate, veh/h	238	54	519	0	56	430
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	342	305	779		462	1210
Arrive On Green	0.18	0.18	0.44	0.00	0.05	0.60
Sat Flow, veh/h	1884	1677	1791	1530	1959	2012
Grp Volume(v), veh/h	238	54	519	0	56	430
Grp Sat Flow(s),veh/h/ln	1884	1677	1791	1530	1959	2012
Q Serve(g_s), s	4.9	1.1	9.6	0.0	0.6	4.5
Cycle Q Clear(g_c), s	4.9	1.1	9.6	0.0	0.6	4.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	342	305	779		462	1210
V/C Ratio(X)	0.70	0.18	0.67		0.12	0.36
Avail Cap(c_a), veh/h	1635	1455	1511		1080	2667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	14.4	9.3	0.0	6.4	4.2
Incr Delay (d2), s/veh	2.5	0.3	2.1	0.0	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.4	3.1	0.0	0.2	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	14.6	11.4	0.0	6.6	4.4
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	292		519			486
Approach Delay, s/veh	17.7		11.4			4.7
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	23.1			30.0	11.5
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	2.6	11.6			6.5	6.9
Green Ext Time (p_c), s	0.1	6.5			3.7	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			10.3			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

 Site: 10 [NE Everett St & NW Lake Rd_TotalIPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]	ft			mph
South: NE Everett Street															
3	L2	All MCs	282	0.0	282	0.0	0.304	12.1	LOS B	1.9	47.3	0.61	0.69	0.61	31.8
8	T1	All MCs	524	1.0	524	1.0	0.457	5.5	LOS A	3.4	86.2	0.67	0.57	0.67	34.8
Approach			806	0.7	806	0.7	0.457	7.8	LOS A	3.4	86.2	0.65	0.61	0.65	33.7
North: NE Everett Street															
4	T1	All MCs	395	2.0	395	2.0	0.321	5.0	LOS A	2.1	54.0	0.52	0.49	0.52	35.1
14	R2	All MCs	306	0.0	306	0.0	0.243	4.9	LOS A	1.5	38.0	0.49	0.53	0.49	35.2
Approach			701	1.1	701	1.1	0.321	5.0	LOS A	2.1	54.0	0.50	0.51	0.50	35.2
West: NW Lake Road															
5	L2	All MCs	390	1.0	390	1.0	0.337	11.7	LOS B	2.3	56.9	0.60	0.67	0.60	31.8
12	R2	All MCs	371	0.0	371	0.0	0.315	5.6	LOS A	2.1	52.4	0.59	0.58	0.59	35.0
Approach			762	0.5	762	0.5	0.337	8.7	LOS A	2.3	56.9	0.60	0.62	0.60	33.2
All Vehicles			2269	0.8	2269	0.8	0.457	7.2	LOS A	3.4	86.2	0.59	0.58	0.59	34.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

HCM 7th TWSC

11: NE Everett St (SR 500) & NE 17th Ave

06/23/2025

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	119	18	56	463	484	72
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Future Vol, veh/h	119	18	56	463	484	72
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Conflicting Peds, #/hr	0	0	6	0	0	6
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	50	-	-	-
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Veh in Median Storage, #	1	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	0	0	4	0	0	2
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Mvmt Flow	125	19	59	487	509	76
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1159	553	591
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Stage 1	553	-	-
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Stage 2	605	-	-
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Critical Hdwy	6.4	6.2	4.14
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Critical Hdwy Stg 1	5.4	-	-
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Critical Hdwy Stg 2	5.4	-	-
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Follow-up Hdwy	3.5	3.3	2.236
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Pot Cap-1 Maneuver	219	536	975
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Stage 1	580	-	-
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Stage 2	549	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	203	533	970
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Mov Cap-2 Maneuver	341	-	-
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Stage 1	542	-	-
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Stage 2	546	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	21.68	0.97	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	970	-	358	-	-
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HCM Lane V/C Ratio	0.061	-	0.403	-	-
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HCM Ctrl Dly (s/v)	9	-	21.7	-	-
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HCM Lane LOS	A	-	C	-	-
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HCM 95th %tile Q(veh)	0.2	-	1.9	-	-
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HCM 7th TWSC

12: NE Everett St (SR 500) & NE 15th Ave

06/23/2025

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	53	10	33	6	8	28	12	438	3	40	365	97
Future Vol, veh/h	53	10	33	6	8	28	12	438	3	40	365	97
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	56	11	35	6	9	30	13	466	3	43	388	103

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1023	1020	440	972	1070	470	491	0	0	469	0	0
Stage 1	525	525	-	493	493	-	-	-	-	-	-	-
Stage 2	498	495	-	479	577	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	229	621	234	223	598	1082	-	-	1103	-	-
Stage 1	540	516	-	561	550	-	-	-	-	-	-	-
Stage 2	558	533	-	572	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	218	621	200	212	597	1082	-	-	1103	-	-
Mov Cap-2 Maneuver	187	218	-	200	212	-	-	-	-	-	-	-
Stage 1	519	497	-	555	544	-	-	-	-	-	-	-
Stage 2	515	527	-	507	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	28.81	16.19	0.22	0.67
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1082	-	-	251 366	1103	-	-
HCM Lane V/C Ratio	0.012	-	-	0.407 0.122	0.039	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	28.8 16.2	8.4	-	-
HCM Lane LOS	A	-	-	D C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.9 0.4	0.1	-	-

HCM 7th TWSC

13: NE Everett St (SR 500) & NE 14th Ave

06/23/2025

Intersection												
Int Delay, s/veh	18.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	77	31	0	0	24	352	0	1	0	355	0	54
Future Vol, veh/h	77	31	0	0	24	352	0	1	0	355	0	54
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	2	0	0	0	1	0	0
Mvmt Flow	84	34	0	0	26	383	0	1	0	386	0	59

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	818	803	31	-	833	5	59	0	0	2	0	0
Stage 1	801	801	-	-	2	-	-	-	-	-	-	-
Stage 2	17	2	-	-	830	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	-	6.5	6.22	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	-	4	3.318	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	297	316	1048	0	307	1078	1558	-	-	1627	-	-
Stage 1	381	395	-	0	898	-	-	-	-	-	-	-
Stage 2	1007	892	-	0	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	237	1046	-	231	1074	1558	-	-	1625	-	-
Mov Cap-2 Maneuver	131	237	-	-	231	-	-	-	-	-	-	-
Stage 1	287	298	-	-	897	-	-	-	-	-	-	-
Stage 2	628	891	-	-	292	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	83.81		12.74		0			6.86				
HCM LOS	F		B									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	150	871	1302	-
HCM Lane V/C Ratio	-	-	-	0.781	0.469	0.237	-
HCM Ctrl Dly (s/v)	0	-	-	83.8	12.7	7.9	0
HCM Lane LOS	A	-	-	F	B	A	A
HCM 95th %tile Q(veh)	0	-	-	4.9	2.5	0.9	-

HCM 7th TWSC
14: NE 6th Ave & Division St

06/23/2025

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	↔
Traffic Vol, veh/h	228	700	578	28	8	149
Future Vol, veh/h	228	700	578	28	8	149
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	2	0	0	1
Mvmt Flow	240	737	608	29	8	157

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	641	0	0	1475	322
Stage 1	-	-	-	626	-
Stage 2	-	-	-	848	-
Critical Hdwy	4.12	-	-	5.2	6.12
Critical Hdwy Stg 1	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	4.2	-
Follow-up Hdwy	2.21	-	-	3.5	3.31
Pot Cap-1 Maneuver	946	-	-	230	727
Stage 1	-	-	-	661	-
Stage 2	-	-	-	561	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	944	-	-	156	725
Mov Cap-2 Maneuver	-	-	-	156	-
Stage 1	-	-	-	449	-
Stage 2	-	-	-	560	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.96	0	12.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	750	-	-	-	156	725
HCM Lane V/C Ratio	0.254	-	-	-	0.054	0.216
HCM Ctrl Dly (s/v)	10.1	2	-	-	29.5	11.3
HCM Lane LOS	B	A	-	-	D	B
HCM 95th %tile Q(veh)	1	-	-	-	0.2	0.8

HCM 7th TWSC

15: NW Lacamas Ln & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	657	4	82	472	11	67
Future Vol, veh/h	657	4	82	472	11	67
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	699	4	87	502	12	71

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	703
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	904
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	904
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.39	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	496	-	-	904	-
HCM Lane V/C Ratio	0.051	0.144	-	-	0.097	-
HCM Ctrl Dly (s/v)	21.4	13.5	-	-	9.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.3	-

HCM 7th TWSC
16: NW Sierra St & NW Lake Rd

06/23/2025

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	564	146	98	374	73	104
Future Vol, veh/h	564	146	98	374	73	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	3	1
Mvmt Flow	594	154	103	394	77	109

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	747	0	1271	671
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	600	-
Critical Hdwy	-	-	4.11	-	6.43	6.21
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.309
Pot Cap-1 Maneuver	-	-	866	-	184	458
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	866	-	163	458
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.02	27.79
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	163	458	-	-	866	-
HCM Lane V/C Ratio	0.473	0.239	-	-	0.119	-
HCM Ctrl Dly (s/v)	45.6	15.3	-	-	9.7	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	2.2	0.9	-	-	0.4	-

HCM 7th TWSC

17: NW Leadbetter Dr & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	575	7	83	359	6	4	5	121	10	7	13
Future Vol, veh/h	7	575	7	83	359	6	4	5	121	10	7	13
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	8
Mvmt Flow	8	625	8	90	390	7	4	5	132	11	8	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	397	0	0	636	0	0	1222	1224	632	1217	1225	394
Stage 1	-	-	-	-	-	-	647	647	-	574	574	-
Stage 2	-	-	-	-	-	-	575	577	-	643	651	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1173	-	-	957	-	-	158	181	484	159	180	642
Stage 1	-	-	-	-	-	-	463	470	-	508	507	-
Stage 2	-	-	-	-	-	-	507	505	-	465	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1173	-	-	955	-	-	132	162	483	101	162	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	162	-	101	162	-
Stage 1	-	-	-	-	-	-	459	465	-	460	459	-
Stage 2	-	-	-	-	-	-	441	457	-	332	463	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	1.7	17.99	28.64
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	1173	-	-	955	-	-	185
HCM Lane V/C Ratio	0.339	0.006	-	-	0.094	-	-	0.177
HCM Ctrl Dly (s/v)	18	8.1	-	-	9.2	-	-	28.6
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0.3	-	-	0.6

Timings

18: NW Parker St & NW Lake Rd

06/23/2025

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	445	147	45	316	200	120	43	90
Future Volume (vph)	19	445	147	45	316	200	120	43	90
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	28.7	24.7	24.7	30.0	26.0	23.6	17.3	14.9	9.8
Actuated g/C Ratio	0.43	0.37	0.37	0.45	0.39	0.36	0.26	0.22	0.15
v/c Ratio	0.04	0.69	0.23	0.14	0.27	0.41	0.54	0.15	0.42
Control Delay (s/veh)	14.5	26.2	2.9	14.6	18.3	21.8	27.3	20.1	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	26.2	2.9	14.6	18.3	21.8	27.3	20.1	35.5
LOS	B	C	A	B	B	C	C	C	D
Approach Delay (s/veh)		20.2			17.9		24.8		31.1
Approach LOS		C			B		C		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 66.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 22.0

Intersection LOS: C

Intersection Capacity Utilization 64.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



HCM 7th Signalized Intersection Summary

18: NW Parker St & NW Lake Rd

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	445	147	45	316	25	200	120	117	43	90	17
Future Volume (veh/h)	19	445	147	45	316	25	200	120	117	43	90	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1885	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	21	489	113	49	347	18	220	132	108	47	99	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1	0	1	0	1	1	0	0	1	0
Cap, veh/h	583	586	491	270	531	27	381	175	143	201	172	24
Arrive On Green	0.24	0.31	0.31	0.08	0.15	0.15	0.11	0.18	0.18	0.05	0.11	0.11
Sat Flow, veh/h	1810	1900	1592	1810	3463	179	1795	958	783	1810	1613	228
Grp Volume(v), veh/h	21	489	113	49	179	186	220	0	240	47	0	113
Grp Sat Flow(s),veh/h/ln	1810	1900	1592	1810	1791	1852	1795	0	1741	1810	0	1842
Q Serve(g_s), s	0.0	14.4	3.2	0.0	5.7	5.7	0.7	0.0	7.9	0.0	0.0	3.5
Cycle Q Clear(g_c), s	0.0	14.4	3.2	0.0	5.7	5.7	0.7	0.0	7.9	0.0	0.0	3.5
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.45	1.00		0.12
Lane Grp Cap(c), veh/h	583	586	491	270	275	284	381	0	318	201	0	196
V/C Ratio(X)	0.04	0.83	0.23	0.18	0.65	0.66	0.58	0.00	0.75	0.23	0.00	0.58
Avail Cap(c_a), veh/h	583	1240	1039	700	1472	1522	468	0	697	402	0	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	19.4	15.5	25.3	24.0	24.0	23.3	0.0	23.3	27.4	0.0	25.6
Incr Delay (d2), s/veh	0.0	1.2	0.1	0.1	1.0	1.0	1.4	0.0	1.4	0.6	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.8	1.1	0.6	2.3	2.4	2.7	0.0	3.1	0.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	20.6	15.6	25.4	24.9	25.0	24.7	0.0	24.7	28.0	0.0	26.6
LnGrp LOS	B	C	B	C	C	C	C		C	C		C
Approach Vol, veh/h	623			414			460			160		
Approach Delay, s/veh	19.6			25.0			24.7			27.0		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	24.3	8.3	16.9	20.2	14.7	12.5	12.7				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+l1), s	2.0	16.4	2.0	9.9	2.0	7.7	2.7	5.5				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.7	0.0	1.3	0.3	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh 23.1

HCM 7th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC

19: SE 283rd Ave & SE 23rd St

06/23/2025

Intersection

Int Delay, s/veh 3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	55	167	40	41	156
Future Vol, veh/h	51	55	167	40	41	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	6	4	14	5	4
Mvmt Flow	58	63	190	45	47	177

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	483	213	0
Stage 1	213	-	-
Stage 2	270	-	-
Critical Hdwy	6.44	6.26	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.354	-
Pot Cap-1 Maneuver	539	818	-
Stage 1	818	-	-
Stage 2	770	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	518	818	-
Mov Cap-2 Maneuver	518	-	-
Stage 1	818	-	-
Stage 2	740	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.93	0	1.63
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	639	375
HCM Lane V/C Ratio	-	-	0.188	0.035
HCM Ctrl Dly (s/v)	-	-	11.9	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Appendix H:Year 2030 Mitigated Total Traffic Conditions Analysis Worksheets

05/12/2025

Total 2030 A Item 9.

2: NE 242nd Ave (SR 500) & NE 28th St

Weekday AM Peak Hour

Intersection												
Intersection Delay, s/veh	12.9											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Future Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	13	9	0	0	6	6	0	0	0	4	0	5
Mvmt Flow	36	201	0	0	296	141	0	0	0	125	0	102
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB			NB		SB		
Opposing Approach	WB				EB			SB		NB		
Opposing Lanes	1				1			1		1		
Conflicting Approach Left	SB				NB			EB		WB		
Conflicting Lanes Left	1				1			1		1		
Conflicting Approach Right	NB				SB			WB		EB		
Conflicting Lanes Right	1				1			1		1		
HCM Control Delay, s/veh	11.4				14.5			0		11.4		
HCM LOS	B				B			-		B		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %		0%	15%	0%	55%							
Vol Thru, %		100%	85%	68%	0%							
Vol Right, %		0%	0%	32%	45%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		0	202	372	193							
LT Vol		0	31	0	106							
Through Vol		0	171	252	0							
RT Vol		0	0	120	87							
Lane Flow Rate		0	238	438	227							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0	0.355	0.588	0.345							
Departure Headway (Hd)		6.055	5.383	4.836	5.474							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		0	668	753	658							
Service Time		4.102	3.411	2.836	3.505							
HCM Lane V/C Ratio		0	0.356	0.582	0.345							
HCM Control Delay, s/veh		9.1	11.4	14.5	11.4							
HCM Lane LOS		N	B	B	B							
HCM 95th-tile Q		0	1.6	3.9	1.5							

HCM 7th AWSC

2: NE 242nd Ave (SR 500) & NE 28th St

06/24/2025

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Future Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	103	338	0	0	204	141	0	0	0	186	0	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

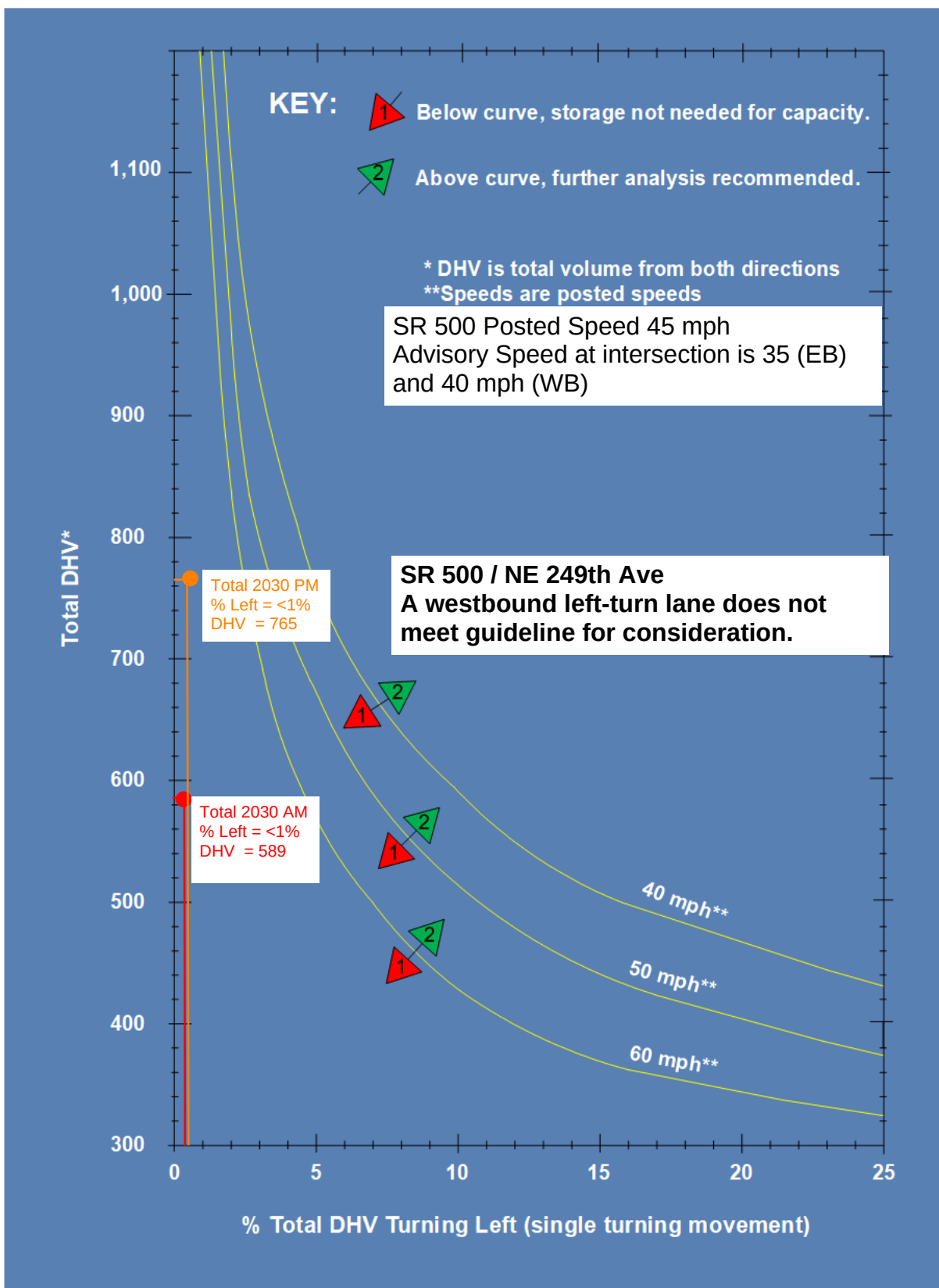
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.5	13.1	0	13.1
HCM LOS	C	B	-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	23%	0%	73%
Vol Thru, %	100%	77%	59%	0%
Vol Right, %	0%	0%	41%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	397	311	229
LT Vol	0	93	0	167
Through Vol	0	304	184	0
RT Vol	0	0	127	62
Lane Flow Rate	0	441	346	254
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.647	0.492	0.417
Departure Headway (Hd)	6.521	5.282	5.122	5.898
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	684	701	611
Service Time	4.594	3.319	3.162	3.942
HCM Lane V/C Ratio	0	0.645	0.494	0.416
HCM Control Delay, s/veh	9.6	17.5	13.1	13.1
HCM Lane LOS	N	C	B	B
HCM 95th-tile Q	0	4.7	2.7	2.1

Item 9.

Appendix I: Turn Lane Worksheets

Exhibit 1310-9 Left-Turn Storage Guidelines: Two-Lane, Unsignalized



A capacity analysis may be used to determine whether right-turn lanes are needed to maintain the desired level of service.

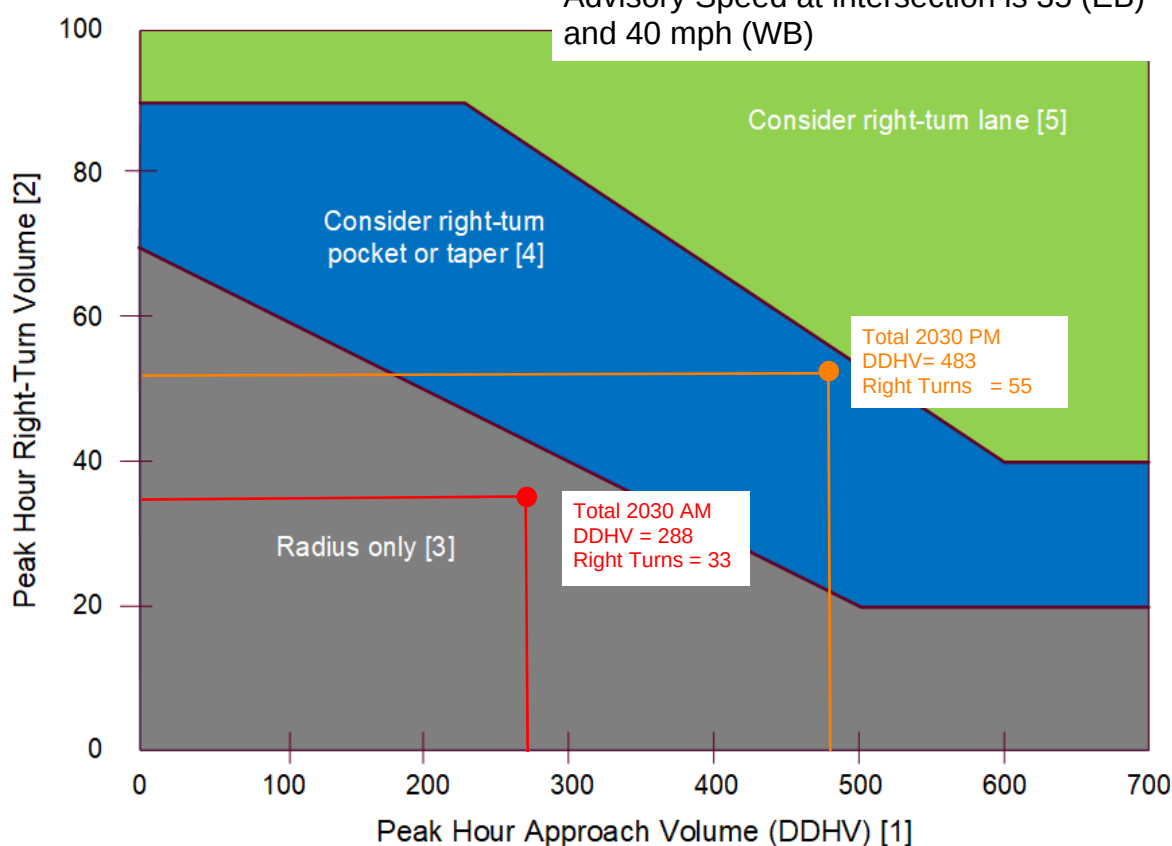
Where adequate right of way exists, providing right-turn lanes is relatively inexpensive and can provide increased operational efficiency.

The right-turn pocket or the right-turn taper (see [Exhibit 1310-25](#)) may be used at any minor intersection where a right-turn lane is not provided. These designs reduce interference and delay to the through movement by offering an earlier exit to right-turning vehicles.

If the right-turn pocket is used, [Exhibit 1310-25](#) shows taper lengths for various posted speeds.

Exhibit 1310-24 Right-Turn Lane Guidelines

SR 500 Posted Speed 45 mph
Advisory Speed at intersection is 35 (EB)
and 40 mph (WB)



Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see [Exhibit 1310-8](#).
- [4] For right-turn pocket or taper design, see [Exhibit 1310-25](#).
- [5] For right-turn lane design, see [Exhibit 1310-26](#).

Exhibit 1310-9 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

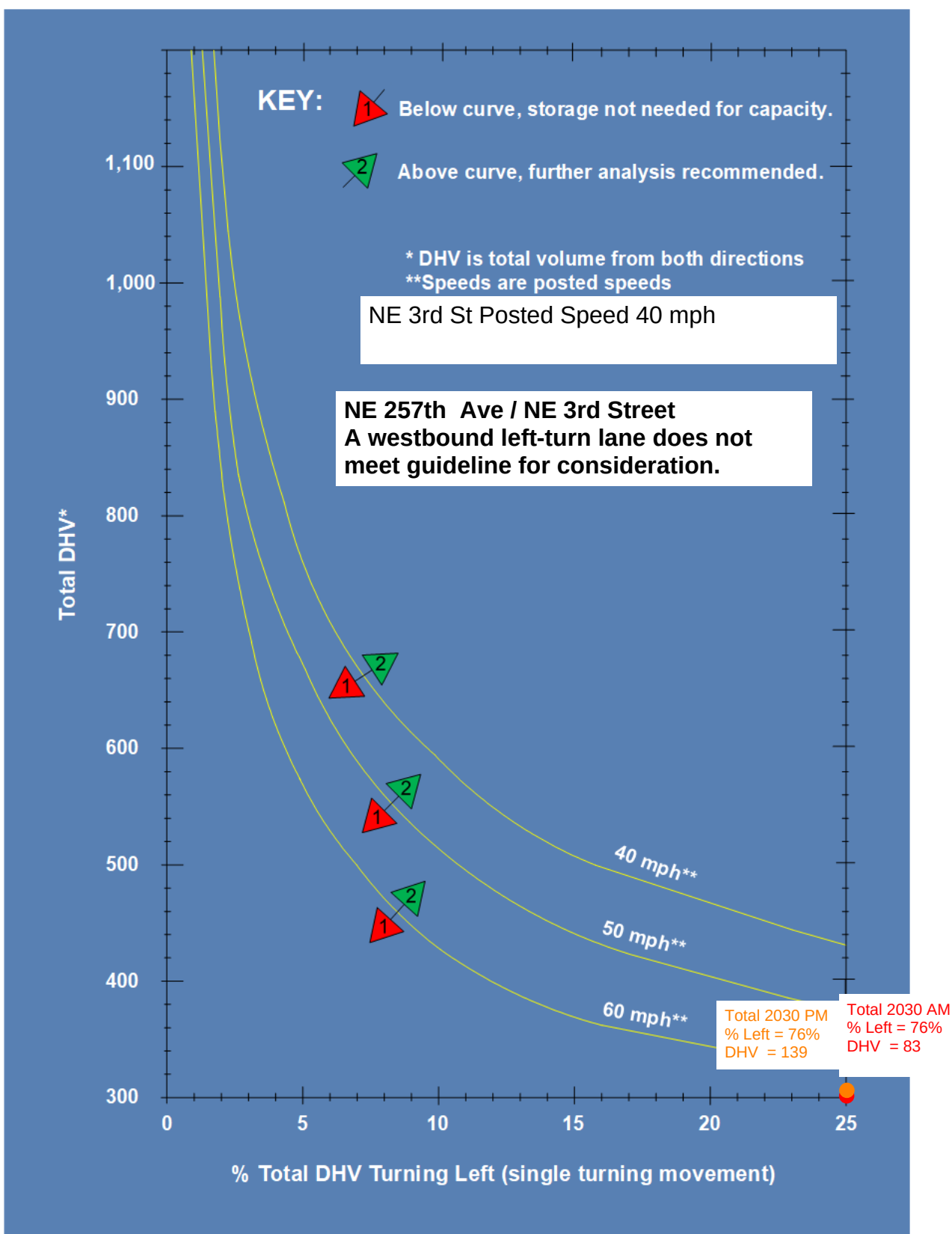


EXHIBIT D

HSR-NORTH SHORE DEVELOPMENT AGREEMENT -
HSRD01-000001 – 7499080.1

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #9095

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

EXHIBIT D

LEGAL DESCRIPTION

Located in the Northwest Quarter of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, City of Camas, Clark County, Washington described as follows:

COMMENCING at the Northwest Corner of said Section 35;

thence South 01°04'03" West 1320.01 feet along the west line of said Northwest Quarter to the southwest corner of Auditor's File Number 6175749;

thence South 88°51'08" East 185.00 feet along the south line of said Parcel to the **POINT OF BEGINNING**;

thence continuing South 88°51'08" East 98.93 feet along said south line;

thence leaving said south line along a non-tangent curve to the left (Radial: North 26°52'15" East) with a Radius of 333.00 feet, a Delta of 25°43'24", a Length of 149.50 feet, and a Chord of South 75°59'27" East 148.25 feet;

thence parallel with and 33.00 feet southerly of, when measured at right angles to, the south line of said Parcel South 88°51'08" East 240.01 feet;

thence along a curve to the left with a Radius of 333.00 feet, a Delta of 15°07'12", a Length of 87.88 feet, and a Chord of North 83°35'16" West 87.62 feet;

thence along a curve to the right with a Radius of 267.00 feet, a Delta of 15°07'34", a Length of 70.49 feet, and a Chord of North 83°35'27" East 70.28 feet;

thence South 01°08'52" West 40.77 feet;

thence parallel with and 53.00 feet southerly of, when measured at right angles to, the south line of said Parcel North 88°51'08" West 396.54 feet;

thence North 84°37'26" West 244.12 feet;

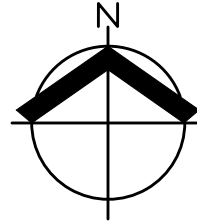
thence North 01°08'52" East 35.00 feet to the **POINT OF BEGINNING**.

Contains 16,996 square feet (0.39 acres) more or less.



EXHIBIT D

LOCATED IN THE NW 1/4 OF SECTION 35,
T2N R3E W.M., CITY OF CAMAS,
CLARK COUNTY, WASHINGTON



SCALE: 1" = 150 FEET



27 26
34 35
POINT OF
COMMENCEMENT

S01°04'03"W 1320.01'
WEST LINE OF NW 1/4 SEC 35

POINT OF
BEGINNING

S88°51'08"E 185.00'

N01°08'52"E 35.00'

N84°37'26"W 244.12'

PARCEL NO. 177905000
AFN 5722817

PARCEL NO. 178175000
AFN 6175749

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	333.00'	25°43'24"	149.50'	S75°59'27"E 148.25'
C2	333.00'	15°07'12"	87.88'	N83°35'16"E 87.62'
C3	267.00'	15°07'34"	70.49'	N83°35'27"E 70.28'

N84°37'26"W 244.12'

33.00'

S88°51'08"E 240.01'

N88°51'08"W 396.54'

AREA: 16,996 SF
(0.39 ACRES)

53.00'

S01°08'52"E 40.77'

**LEGEND**

AFN AUDITOR'S FILE NUMBER
SF SQUARE FEET

DATE: 5/14/2026

EXHIBIT

DRAWN BY: PSP CHECKED BY: JOH DWG: 9095 GRD ESMT JOB: 9095

AKS ENGINEERING AND FORESTRY, LLC

9600 NE 126TH AVE, SUITE 2520

VANCOUVER, WA 98682

360.882.0419 WWW.AKS-ENG.COM



EXHIBIT E

HSR-NORTH SHORE DEVELOPMENT AGREEMENT -
HSRD01-000001 – 7499080.1

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #9095

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

EXHIBIT E

LEGAL DESCRIPTION

Located in the Northwest Quarter of Section 35 and the Northeast Quarter of Section 34, Township 2 North, Range 3 East of the Willamette Meridian, City of Camas, Clark County, Washington described as follows:

COMMENCING at the Northwest Corner of said Section 35;

thence South 01°04'03" West 1320.01 feet along the west line of the Northwest Quarter of said Section 35 to the southwest corner of Auditor's File Number 6175749 and the **POINT OF BEGINNING**;

thence South 88°51'08" East 185.00 feet along the south line of said Parcel;

thence leaving said south line South 01°08'52" West 35.00 feet;

thence North 88°53'16" West 380.00 feet;

thence North 01°08'52" East 35.00 feet to the south line of Auditor's File Number 6044922;

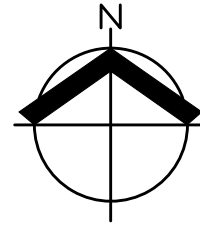
thence along the south line of said parcel South 88°55'17" East 195.00 feet to the **POINT OF BEGINNING**.

Contains 13,322 square feet (0.31 acres) more or less.

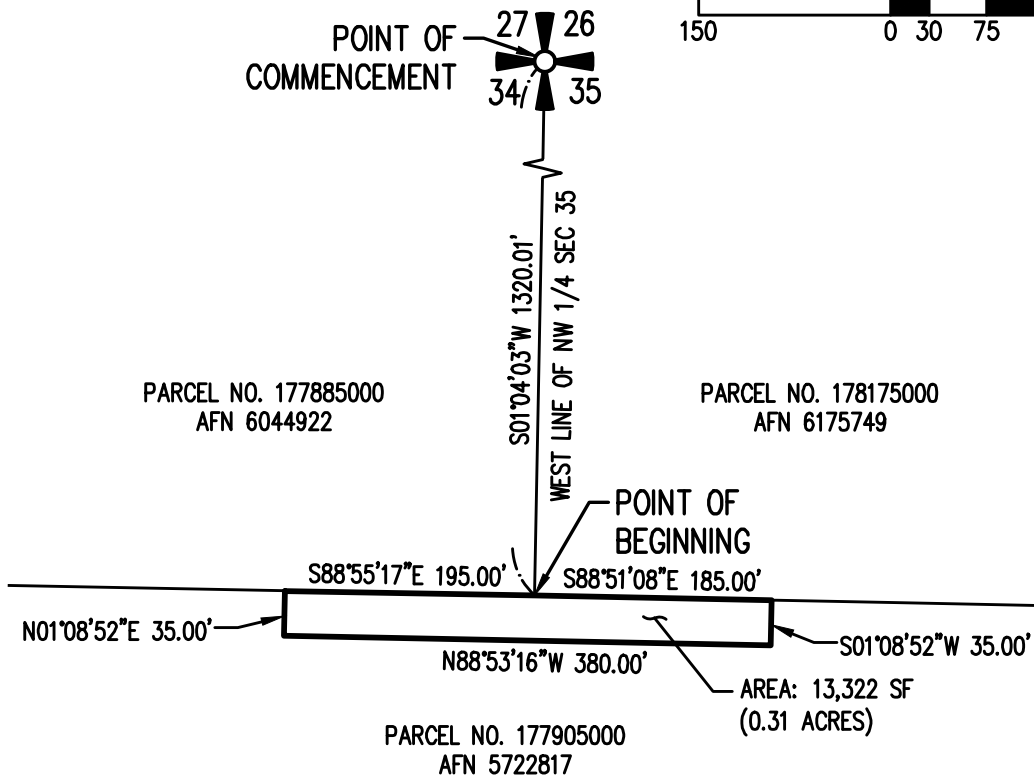


EXHIBIT E

LOCATED IN THE NW 1/4 OF SECTION 35,
AND THE NE 1/4 OF SECTION 34,
T2N R3E W.M., CITY OF CAMAS,
CLARK COUNTY, WASHINGTON



SCALE: 1" = 150 FEET

**LEGEND**

AFN AUDITOR'S FILE NUMBER
SF SQUARE FEET

DATE: 5/14/2026

EXHIBIT

DRAWN BY: PSP	CHECKED BY: JOH	DWG: 9095 GRD ESMT	JOB: 9095
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AKS ENGINEERING AND FORESTRY, LLC

9600 NE 126TH AVE, SUITE 2520

VANCOUVER, WA 98682

360.882.0419 WWW.AKS-ENG.COM



EXHIBIT F

HSR-NORTH SHORE DEVELOPMENT AGREEMENT -
HSRD01-000001 – 7499080.1

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #9095

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

EXHIBIT F

LEGAL DESCRIPTION

Located in the Northeast Quarter of Section 34, Township 2 North, Range 3 East of the Willamette Meridian, City of Camas, Clark County, Washington described as follows:

COMMENCING at the Northeast Corner of said Section 34;

thence South 01°04'03" West 1320.01 feet along the east line of the Northeast Quarter of said Section 34 to the southeast corner of Auditor's File Number 6044922;

thence North 88°55'17" West 868.04 feet along the south line of said Parcel to the **POINT OF BEGINNING**;

thence leaving said south line South 01°04'43" West 143.09 feet;

thence along a curve to the right with a Radius of 115.00 feet, a Delta of 69°58'29", a Length of 140.45 feet, and a Chord of South 36°03'57" West 131.88 feet;

thence South 71°03'12" West 138.58 feet;

thence along a curve to the left with a Radius of 85.00 feet, a Delta of 20°46'12", a Length of 30.81 feet, and a Chord of South 60°40'06" West 30.64 feet;

thence South 50°17'00" West 129.50 feet;

thence along a curve to the left with a Radius of 85.00 feet, a Delta of 25°55'53", a Length of 38.47 feet, and a Chord of South 37°19'03" West 38.14 feet;

thence South 24°21'07" West 47.95 feet to the most westerly north line of Auditor's File Number 5570688;

thence South 24°21'07" West 111.18 feet;

thence along a curve to the left with a Radius of 85.00 feet, a Delta of 23°20'10", a Length of 34.62 feet, and a Chord of South 12°41'01" West 34.38 feet;

thence South 01°00'56" West 148.95 feet to the north right-of-way line of Southeast Leadbetter Road (30.00 feet from centerline);

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #9095

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

thence along said north right-of-way line (30.00 feet from centerline) North $84^{\circ}37'17''$ West 30.09 feet;

thence leaving said north right-of-way line North $01^{\circ}00'56''$ East 146.67 feet;

thence along a curve to the right with a Radius of 115.00 feet, a Delta of $23^{\circ}20'10''$, a Length of 46.84 feet, and a Chord of North $12^{\circ}41'01''$ East 46.52 feet;

thence North $24^{\circ}21'07''$ East 98.27 feet to a point on the most westerly north line of Auditor's File Number 5570688;

thence North $24^{\circ}21'07''$ East 60.86 feet;

thence along a curve to the right with a Radius of 115.00 feet, a Delta of $25^{\circ}55'53''$, a Length of 52.05 feet, and a Chord of North $37^{\circ}19'03''$ East 51.60 feet;

thence North $50^{\circ}17'00''$ East 129.50 feet;

thence along a curve to the right with a Radius of 115.00 feet, a Delta of $20^{\circ}46'12''$, a Length of 41.69 feet, and a Chord of North $60^{\circ}40'06''$ East 41.46 feet;

thence North $71^{\circ}03'12''$ East 138.58 feet;

thence along a curve to the left with a Radius of 85.00 feet, a Delta of $69^{\circ}58'29''$, a Length of 103.81 feet, and a Chord of North $36^{\circ}03'57''$ East 97.48 feet;

thence North $01^{\circ}04'43''$ East 143.09 feet to the southwest corner of Auditor's File Number 6044922;

thence along the south line of said Parcel South $88^{\circ}55'17''$ East 30.00 feet to the **POINT OF BEGINNING**.

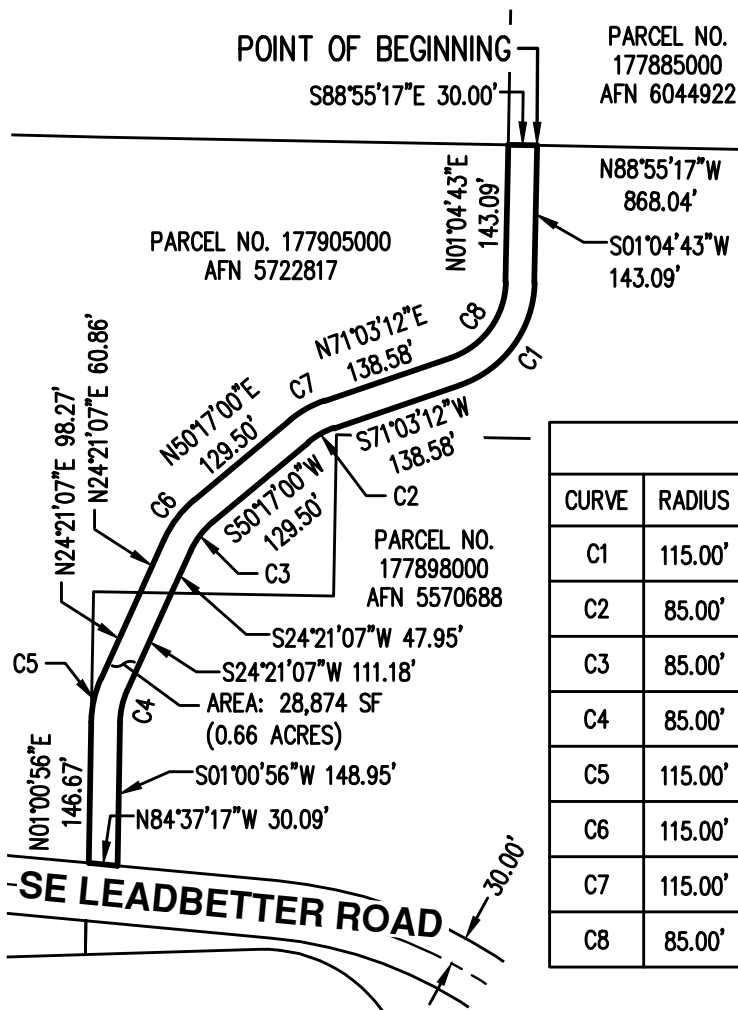
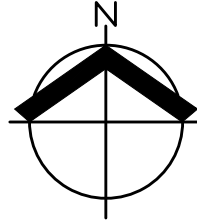
Contains 28,874 square feet (0.66 acres) more or less.



EXHIBIT F

LOCATED IN THE NE 1/4 OF
SECTION 34, T2N R3E W.M.,
CITY OF CAMAS,
CLARK COUNTY, WASHINGTON

SCALE: 1" = 200 FEET



CURVE TABLE

CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	115.00'	69°58'29"	140.45'	S36°03'57"W 131.88'
C2	85.00'	20°46'12"	30.81'	S60°40'06"W 30.64'
C3	85.00'	25°55'53"	38.47'	S37°19'03"W 38.14'
C4	85.00'	23°20'10"	34.62'	S12°41'01"W 34.38'
C5	115.00'	23°20'10"	46.84'	N12°41'01"E 46.52'
C6	115.00'	25°55'53"	52.05'	N37°19'03"E 51.60'
C7	115.00'	20°46'12"	41.69'	N60°40'06"E 41.46'
C8	85.00'	69°58'29"	103.81'	N36°03'57"E 97.48'

DATE: 5/14/2026

LEGEND

AFN AUDITOR'S FILE NUMBER
SF SQUARE FEET

EXHIBIT

DRAWN BY: PSP CHECKED BY: JOH DWG: 9095 UTIL AND ACC ESMT JOB: 9095

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, SUITE 2520
VANCOUVER, WA 98682
360.882.0419 WWW.AKS-ENG.COM

AKS

EXHIBIT G

HSR-NORTH SHORE DEVELOPMENT AGREEMENT -
HSRD01-000001 – 7499080.1

**AKS ENGINEERING & FORESTRY**

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #9095

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

EXHIBIT G

LEGAL DESCRIPTION

Located in the Northwest Quarter of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, City of Camas, Clark County, Washington described as follows:

COMMENCING at the northwest corner of said Section 35;

thence South 01°04'03" West 1320.01 feet along the west line of the Northwest Quarter of said Section 35 to the southwest corner of Auditor's File Number 6175749;

thence South 88°51'08" East 283.93 feet along the south line of said Parcel to the **POINT OF BEGINNING**;

thence continuing South 88°51'08" East 541.07 feet along said south line to the southeast corner of said Parcel;

thence South 01°30'28" West 12.23 feet;

thence along a non-tangent curve to the left (Radial: South 01°08'15" West) with a Radius of 267.00 feet, a Delta of 15°06'35", a Length of 70.41 feet, and a Chord of South 83°34'57" West 70.21 feet;

thence along a curve to the right with a Radius of 333.00 feet, a Delta of 15°07'12", a Length of 87.88 feet, and a Chord of South 83°35'16" West 87.62 feet;

thence parallel with and 33.00 feet southerly of, when measured at right angles, the south line of said Parcel North 88°51'08" West 240.01 feet;

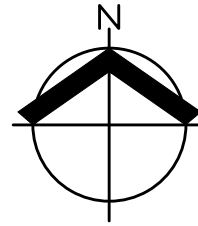
thence along a curve to the right with a Radius of 333.00 feet, a Delta of 25°43'24", a Length of 149.50 feet, and a Chord of North 75°59'27" West 148.25 feet to the **POINT OF BEGINNING**.

Contains 14,732 square feet (0.33 acres) more or less.



EXHIBIT G

LOCATED IN THE NW 1/4 OF SECTION 35,
T2N R3E W.M., CITY OF CAMAS,
CLARK COUNTY, WASHINGTON



SCALE: 1" = 150 FEET

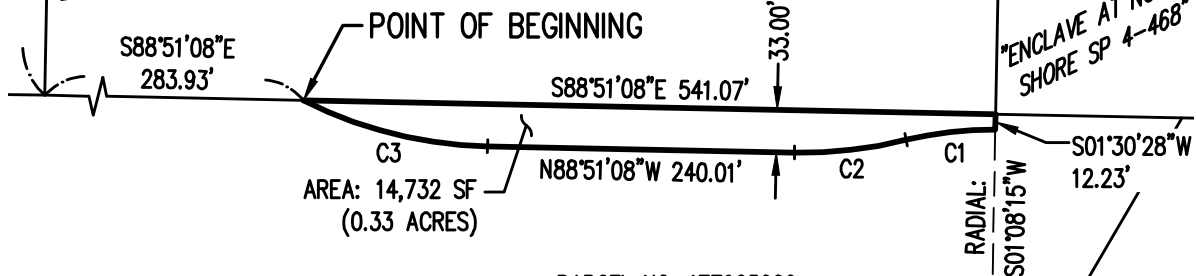


27 26
34 35
POINT OF
COMMENCEMENT

S01°04'03"W 1320.01'
WEST LINE OF NW 1/4 SEC 35

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	267.00'	15°06'35"	70.41'	S83°34'57"W 70.21'
C2	333.00'	15°07'12"	87.88'	S83°35'16"W 87.62'
C3	333.00'	25°43'24"	149.50'	N75°59'27"W 148.25'

PARCEL NO. 178175000
AFN 6175749



PARCEL NO. 177905000
AFN 5570688



LEGEND

AFN AUDITOR'S FILE NUMBER
SF SQUARE FEET

DATE: 5/14/2026

EXHIBIT

DRAWN BY: PSP CHECKED BY: JOH DWG: 9095 CONST ESMT JOB: 9095

AKS ENGINEERING AND FORESTRY, LLC

9600 NE 126TH AVE, SUITE 2520

VANCOUVER, WA 98682

360.882.0419 WWW.AKS-ENG.COM





State Environmental Policy Act Determination of Non-Significance

CASE NO: SUB25-1008 Village at North Shore

APPLICANT: AKS Engineering & Forestry
Michael Andreotti
9600 NE 126th Ave Suite 2520
Vancouver, WA 98682

REQUEST: Develop a subdivision with 102 single-family residential lots, mixed-use buildings and apartments.

LOCATION: 313 SE Leadbetter Road and 305 SE 252nd Avenue
Camas, WA 98607

LEGAL DESCRIPTION: The project is located in the City of Camas in the NE ¼ of Section 34 Township 2 North, Range 3 East, of the Willamette Meridian; and described as parcels 177885000 and 17817500

SEPA DETERMINATION: DETERMINATION OF NON-SIGNIFICANCE (DNS)

COMMENT DEADLINE: NOVEMBER 20, AT 5:00 P.M.

As lead agency under the State Environmental Policy Act (SEPA) Rules [Chapter 197-11, Washington Administrative Code (WAC)], the City of Camas must determine if there are possible significant adverse environmental impacts associated with this proposal. The options include the following:

- DS = Determination of Significance (The impacts cannot be mitigated through conditions of approval and, therefore, requiring the preparation of an Environmental Impact Statement (EIS).
- MDNS = Mitigated Determination of Non-Significance (The impacts can be addressed through conditions of approval), or;
- DNS = Determination of Non-Significance (The impacts can be addressed by applying the Camas Municipal Code).

Determination:

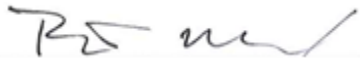
Determination of Non-Significance (DNS). The City of Camas, as lead agency for review of this proposal, has determined that this proposal does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(e). This decision was made after review of a completed environmental checklist, and other information on file with the City of Camas.

Date of Publication & Comment Period:

Publication date of this DNS is **November 6, 2025**, and is issued under WAC 197-11-340. The lead agency will not act on this proposal until the close of the 14-day comment period which ends on **November 20, 2025**. Comments may be sent by email to communitydevelopment@cityofcamas.us or regular mail to:

City of Camas SEPA Official
Community Development Department
616 NE Fourth Avenue
Camas, Washington 98607

Responsible Official: Robert Maul (360) 817-1568



Robert Maul, Planning Manager and
Responsible Official

November 6, 2025
Date of publication



8. SEPA Checklist



Community Development
 616 NE Fourth Avenue • Camas, WA 98607
 (360) 817-1568
<http://www.cityofcamas.us>

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2016

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:

Village at North Shore

2. Name of applicant:

HSR DEV-MILLS, LLC

3. Address and phone number of applicant and contact person:

Applicant:

HSR DEV-MILLS, LLC

Attn: Andy Swanson

19120 SE 34th Street, Suite 103

Vancouver, WA 98683

andy@hsr-capital.com

(503) 936-8514

Contact:

AKS Engineering & Forestry

Attn: Michael Andreotti

9600 NE 126th Avenue, Suite 2520

Vancouver, WA 98682

andreottim@aks-eng.com

(360) 882-0419

4. Date checklist prepared:

July 2025

5. Agency requesting checklist:

City of Camas

6. Proposed timing or schedule (including phasing, if applicable):

The project is anticipated to begin construction as soon as all permits are obtained. This project is proposed to be constructed in up to six phases, with full site grading to occur with the first phase. The phases have been numbered in the Proposed Development Plans for reference and not for intended construction sequencing. Depending on market conditions and potential timing of required off-site improvements, it may be necessary for the Applicant to combine phases, or construct phases out of the sequence shown on the plans.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Off-site roadway improvements will occur with this project. The improvements include paving and widening where necessary NE 252nd Avenue and NE 3rd Street, both of which are existing county roads providing access to the subject site. There will also be offsite utility construction for water and sanitary sewer, including work in Leadbetter Road.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Geotechnical Report (Columbia West)
- Preliminary Stormwater Technical Information Report (AKS Engineering & Forestry (AKS))
- Transportation Impact Study (Kittleson & Associates)
- This SEPA Checklist (AKS Engineering & Forestry (AKS))
- Archaeological Pre-Determination (Applied Archaeological Research, Inc. (AAR))
- Critical Areas Reports and Wetland Buffer and Oak Mitigation Plan (Ecological Land Services (ELS))

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known.

10. List any government approvals or permits that will be needed for your proposal, if known.

- Type III Preliminary Subdivision Approval
- Final Engineering Approval
- Preliminary Site Plan Approval
- Grading Permit
- Erosion Control Plan Approval
- Final Plat Approval
- SEPA Determination
- Critical Area Permit Approval
- Major Design Review Approval
- Fire Department Blasting Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Applicant proposes to subdivide two parcels into 61 single-family attached lots, 41 single-family detached lots, six mixed-use lots containing 140 multifamily apartment units and ±30,250 square feet of commercial lots. Tracts for stormwater, open space, and critical area protection will be created with this project.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The site is addressed as 303 SE Leadbetter Road and 305 SE 252nd Avenue, Camas, WA 98607

Tax Lots: 177885-000 and 178175-000 in the NE and NW ¼, S35 and S34, T2N, R3E

B. ENVIRONMENTAL ELEMENTS**1. Earth****a. General description of the site:**

(circle one): Flat, rolling, hilly, **steep slopes**, mountainous, other ____

b. What is the steepest slope on the site (approximate percent slope)?

According to Clark County Geographic Information Systems (GIS), there are slopes between 15 and 25 percent on parcel 177885-000 and slopes between 25 and 40 percent on parcel 178175-000.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to the Geotechnical Engineering Study, the subject site contains mostly Lauren very gravelly loam, Olympic Stoney Clay Loam, Vader Silt Loam, and a small pocket of Lauren loam along the north property boundary. These are generally soils that are not suitable for agriculture and the site is not being used for agricultural purposes.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

According to Clark County Geographic Information Systems (GIS), there are slopes between 15 and 25 percent on parcel 177885-000 and slopes between 25 and 40 percent on parcel 178175-000. The average slope across the site is less than 15 percent. A Geotechnical Engineering Study, prepared by Columbia West, dated October 17, 2023, notes that while there is a presence of steep slopes on site, the slopes do not meet the definition of a landslide hazard according to Camas Municipal Code, Section 16.59.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Site grading will occur to construct lots, roads, and utility improvements. Due to the presence of shallow bedrock, blasting will also occur with the grading. The Applicant proposes to remove all surface vegetation and stockpile topsoil within the disturbed area to perform the necessary site grading. The disturbed area totals ± 27.76 acres with estimated grading quantities of $\pm 199,000$ cubic yards of cut and $\pm 68,000$ cubic yards of fill. Fill material will come from on-site sources or approved off-site sources if necessary. Excess material needing to be hauled off-site will be taken to an approved location.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Yes, erosion is possible during construction in the form of silt transfer and dust blowoff. Stormwater and Erosion Control Plans will be prepared and implemented by the Applicant for the site improvement, which will meet or exceed the requirements imposed by the City of Camas Municipal Code (CMC) and the Washington State Department of Ecology (ECY).

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 21.03 acres of the site, ± 58.3 percent, of the gross site area may be covered with impervious surfaces. This includes homes, multi-family buildings, a mixed-use buildings, driveways, streets and sidewalks, and parking areas.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Stormwater and Erosion Control Plans will be prepared and implemented in accordance with CMC and ECY standards.

2. Air

i. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction equipment and vehicles and blasting will generate dust and particulate emissions during the construction period. Resident, employee, visitor, delivery, mail delivery, and waste management vehicles will generate particulate emissions in the long term. Other potential emission sources include small power tools including, but not limited to, small gas-powered equipment used for site and landscape maintenance. The quantities of those emissions are unknown.

a. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Off-site sources of emissions or odor near the project site are exhaust emissions from vehicles traveling along the adjacent streets, and the surrounding farm properties. These sources are not anticipated to impact this project. There are no other known sources or emissions or odors that will impact the site.

b. Proposed measures to reduce or control emissions or other impacts to air, if any:

If necessary, water will be utilized for dust control as needed during the construction of the proposed site improvements. Emissions control measures for vehicles and equipment are regulated under CMC, ECY, and U.S. Environmental Protection Agency (EPA) standards. It is anticipated that all vehicles and equipment will comply with these regulations.

3. Water**a. Surface Water:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Ecological Land Services, Inc. (ELS), has prepared two Critical Areas Reports and a Wetland Buffer Modification & Mitigation for the site. Both reports were completed in May 2025, and collectively, the reports cover the entirety of the site. The reports identified multiple wetlands, Oregon white oaks, a stream, and two herbaceous balds within the project area. Those Critical Areas Reports are included in this application package. Wetland buffer modifications and critical area mitigation plans are identified in the Wetland Buffer Modification & Mitigation Plan. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

Lacamas Lake and the associate shoreline exist south of the site. Utilities and a pedestrian pathway will extend from the site to SE Leadbetter road just north of the lake and with the Medium Intensity shoreline designation.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

The proposed development will occur within 200 feet of the described water. Work will include site grading and construction for lots, roads, and stormwater facilities, construction of homes, construction of a pedestrian path, and construction of utilities. No work will occur over or in the described waters.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material will be placed or removed from the wetland as part of this project.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

No surface water withdrawals or diversions are required with this project.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No, the project is not within a 100-year flood plain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No, this project does not involve any discharge of waste materials to surface waters.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

There is an existing well on-site that provides water service to parcel 178180-000. That water well will be retained with this project. The quantity of water withdrawn is unknown at this time. The planned project will not withdraw water from this well and will be connect to the City public water system.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . .; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

The project will decommission any existing on-site septic systems. No waste materials from septic tanks or other sources will be discharged into the ground with this project.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The subject site has two drainage basins for stormwater. Stormwater runoff generated in the southwest portion of the site will be collected and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transported to a planned stormwater main, that will be located in the off-site utility access easement tract. Treated stormwater will be discharged directly into Lacamas Lake at existing discharge points using the large water body exemption for stormwater discharge. Stormwater runoff generated by the northeast portion of the site will be collected on-site and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transferred to detention ponds for flow control, prior to being discharged to an existing stream and natural area in the northeast corner of the site and wetland in the center of the site. All stormwaters will be discharged at rates allowed by City of Camas. The stormwater system is designed per the Washington State Department of Ecology (ECY) 2024 *Stormwater Management Manual for Western Washington* (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Engineering Plans included with this application for more information.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

No waste materials are proposed to enter ground or surface waters as part of this application. Fuels, such as diesel or gasoline, could potentially spill on the site during the construction of the project. Without adequate erosion control or stormwater mitigation, waste materials could possibly enter ground or surface waters. However, the proposed stormwater treatment and erosion control measures will minimize the potential for waste materials to be conveyed to ground or surface waters.

- d. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The proposed project will not alter or affect the drainage patterns in the vicinity of the site.

- e. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

The project will meet or exceed the CMC and ECY erosion control and stormwater standards. The stormwater generated by the proposed impervious surfaces will be collected, treated, and discharged at rates allowed per the City. Any spills will be immediately responded to, and appropriate remediation measures will be taken.

4. Plants**a. Check the types of vegetation found on the site:**

- ☒ **deciduous tree:** alder, maple, aspen, other
☒ **evergreen tree:** fir, cedar, pine, other
☒ **shrubs**
☒ **grass**
☐ **pasture**
☐ **crop or grain**
☐ **Orchards, vineyards or other permanent crops.**
☒ **wet soil plants:** cattail, buttercup, bullrush, skunk cabbage, other
☐ **water plants:** water lily, eelgrass, milfoil, other
☐ **other types of vegetation**

b. What kind and amount of vegetation will be removed or altered?

All existing vegetation, including trees, shrubs, and grass, within the disturbed area will be removed. Vegetation within the critical areas and open space tracts will be retained to the greatest extent practicable.

c. List threatened and endangered species known to be on or near the site.

According to the Washington State Department of Natural Resources Online Data Explorer, there are no known threatened or endangered plant species on the project site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposed development will include multiple open space tracts that will retain existing native landscape and have new landscaping installed. The development will also include street trees and other required site landscaping. Native and naturalized plants will be used for proposed landscaping on site. Additionally, future homeowners will landscape their individual lots.

e. List all noxious weeds and invasive species known to be on or near the site.**5. Himalayan Blackberry is found on and near the site. Animals****a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.**

Animals that are known to be on or near the site are rabbits, squirrels, rodents, snakes, hawks, songbirds, crows, bass, and trout.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

According to the Washington State Department of Fish and Wildlife PHS, there are no mapped threatened or endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain.

The site is located within what is commonly referred to as the Pacific Flyway. This Flyway is the general migratory route for various species of ducks, geese, and other migratory waterfowl. Neotropical birds, such as Robins, may seasonally utilize or be near the site.

d. Proposed measures to preserve or enhance wildlife, if any:

There are on-site critical areas that will be protected to the greatest extent practicable to provide habitat for wildlife. Mitigation for wetland and wetland buffer impacts are included in the Critical Areas Report and Mitigation Report. Signage and demarcation will be installed and maintained along the outer perimeter of the priority buffer to denote retaining the critical area and buffer in a natural state. Landscaping will be installed in the development's developed area and will provide potential for additional habitat.

e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the site.

6. Energy and Natural Resources**a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Electricity and potentially natural gas will be used for the completed project, which will include standard residential uses such as heating or cooling, lighting, and other appliances.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, it is not anticipated that the project will affect adjacent properties potential use of solar energy.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

All construction on-site will be designed to comply with the Washington State Energy Code and the adopted version of the International Building Code and City of Camas Municipal Code as applicable to this project.

7. Environmental Health**a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Heavy equipment and a variety of materials will be used to construct the project. Blasting of bedrock will also take place during site grading. The blasting will follow all local, state, and federal regulations. Other environmental hazards are limited to standard risks associated with construction and occupancy of the development.

1) Describe any known or possible contamination at the site from present or past uses.

There is no known contamination on the site from present or past uses. There are existing septic systems on site that will be decommissioned during construction.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals/conditions that might affect the project.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Typical construction materials such as gas, diesel, oil, etc. may be stored or used on the site during the project's development. Blasting materials will be temporarily stored on-site for bedrock blasting during site grading.

4) Describe special emergency services that might be required.

Special emergency services could be required if an accident related to the proposed blasting occurs. The project area is within City of Camas jurisdiction and is currently served by fire, police, and EMS providers.

5) Proposed measures to reduce or control environmental health hazards, if any:

All contractors will be expected to comply with all applicable local, state, and federal regulations related to the project's construction and operations. It is anticipated that all construction will be inspected according to the applicable requirements and standards.

b. Noise**1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

There are existing traffic noises from local streets, as well as noise from the surrounding existing residential development. It is not anticipated that these noises will affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction on the site, including blasting, will create short-term construction noise. Construction activities will not occur after 7 p.m. or before 7 a.m. as required by CMC. Visitors, employees, residents, mail delivery, deliveries, and solid waste and recycling vehicles will create some noise in the long term. Other long-term noise sources include typical residential, commercial, and multi-family, such as small power tools, including, but not limited to, gas-powered equipment used for site and landscape maintenance.

3) Proposed measures to reduce or control noise impacts, if any:

Construction on the site will take place during normal construction hours as allowed by CMC and contractors will follow all required mitigation practices during blasting of bedrock. Restrict construction to hours allowed by the City of Camas (CMC 9.32.050(A)),

8. Land and Shoreline Use**a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The current use of the site is single family residential. Properties to the north are used as farms and single-family residential. South, east, and west, of the site are parcels used as park land and single family residential. It is not anticipated that the project development will affect the current land uses or the adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No, the project site has not been used as working farmlands or working forest lands in recent history.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, the project will not affect or be affected by surrounding working farms or forest land normal business operations.

c. Describe any structures on the site.

There are multiple existing structures on-site, including a house, two shops, and one shed.

d. Will any structures be demolished? If so, what?

All existing structures on-site will be demolished for the proposed development.

e. What is the current zoning classification of the site?

The project site is zoned North Shore Lower Density (LD-NS), North Shore Higher Density (HD-NS), North Shore Mixed Used (MX-NS), and North Shore Commercial (C-NS).

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation is HD-NS, C-NS, MX-NS, and LD-NS.

g. If applicable, what is the current shoreline master program designation of the site?

The site will be served with utilities from SE Leadbetter Road, an off-site road to the south that is located in the Medium Intensity shoreline designation. A pedestrian path and existing utilities in SE Leadbetter Road will be extended north into the subject site through a utility and public access easement. The subject site location is outside any shoreline program designation.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Ecological Land Services, Inc. (ELS), has prepared two Critical Areas Reports and a Wetland Buffer Modification & Mitigation for the site. Both reports were completed in May 2025, and collectively, the reports cover the entirety of the site. The reports identified multiple wetlands, Oregon white oaks, a stream, and two herbaceous balds within the project area. Those Critical Areas Reports are included in this application package. Wetland buffer modifications and critical area mitigation plans are identified in the Wetland Buffer Modification & Mitigation Plan. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

i. Approximately how many people would reside or work in the completed project?

The Applicant proposes to subdivide two parcels into 61 single-family attached lots attached townhomes lots, 41 detached single-family detached lots, six mixed-use lots containing 140 multifamily apartment units and $\pm 30,250$ square feet of commercial lots. Tracts for stormwater, open space, and critical area protection will be created with this project. Assuming ± 2.7 people per residence, ± 653 people will reside in this project once the project is completed. The final users for the commercial use is on unknown at this time, so the number of people working in the completed project is unknown.

j. Approximately how many people would the completed project displace?

The exact number of people residing in the existing residences is unknown. Assuming 2.7 people per residence, ± 3 people will be displaced by the completed project.

k. Proposed measures to avoid or reduce displacement impacts, if any:

More residential units are proposed than being removed with this project.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project will meet the applicable Washington State and CMC requirements. Additionally, the project will go through the City application review processes.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Proposed measures include approval through the City of Camas Type III Subdivision Review, Preliminary Site Plan Review, and Preliminary and Final Engineering review processes.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The proposed development includes 102 single family units and 140 multi-family units, for a total of 242 units. The proposed units will be middle-income units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The project will remove one middle-income dwelling unit.

c. Proposed measures to reduce or control housing impacts, if any:

The proposed project will provide a net increase of 241 middle-income housing units.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

No buildings are proposed with this application; therefore, the height of the buildings is unknown, however, the homes will not exceed the 35-foot maximum height allowed in the LD-NS zoning district, the 50-foot maximum height allowed in the HD-NS zoning district, or the 100-foot maximum height in the MX-NS zoning district and the C-NS zoning district.

b. What views in the immediate vicinity would be altered or obstructed?

Views across the site will be altered with the full build-out of the project. Single-family homes, mixed-use buildings, and multi-family buildings will be visible from adjacent properties.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed development will meet the applicable zoning and building requirements of City of Camas.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Typical residential lighting (vehicle headlights and residential home lighting); commercial and multi-family lighting (building and parking lot lighting); and street lights will light the area in the nighttime hours.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

The installation of illuminated materials for the project will be done in such a way as to minimize dispersion off site and do not constitute a safety hazard.

c. What existing off-site sources of light or glare may affect your proposal?

There are no known existing off-site sources of light or glare that will affect the project.

d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting for the proposed development will comply with the City of Camas lighting standards for glare reduction, light levels, and fixture types.

12. Recreation**a. What designated and informal recreational opportunities are in the immediate vicinity?**

The following designated and informal recreational opportunities

- Camas High School (ball fields and tennis courts) is located ± 0.75 miles to the southeast
- Lacamas Park is located ± 1.2 miles to the south.
- Fallen Leaf Park is located ± 1.1 miles to the south.
- Lacamas Lake is located ± 0.3 miles southwest.
- A trail network around Lacamas Lake is located directly south of the site.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No existing recreational uses are being displaced with this project.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No impacts are proposed; however, the development will include multiple open spaces with various amenities for residents. The development will also pay the required Park Impact Fees.

13. Historic and cultural preservation**a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

According to the Archaeological Predeterminations completed by AAR, dated July 1, 2022, and November 15, 2024, there are structures on-site that are over 45 years old; however, these structures do not meet the requirements to be eligible for listing in a national, state, or local preservation register.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Archaeological Predeterminations completed by AAR, dated July 1, 2022, and November 15, 2024 and according to AAR, no artifacts or evidence for archaeological resources were found on-site. AAR recommends that no further archaeological work is needed.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Per the Archaeological predeterminations, AAR completed records review, including records on file with DAHP and in the AAR library, and historical map review. A field search was also completed including pedestrian transects of no more than 10 meters apart and 37 test pits were dug on-site.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The proposed development will comply with DAHP requirements and obtain all necessary permits from DAHP. In the event that archaeological materials, Indian cairns, or human remains are encountered during the development of the properties, all construction activities will stop in the vicinity of the finds. The Applicant will then immediately notify the planning official and the Washington State DAHP. Procedures outlined under Washington Administrative Code (WAC) 24-28-020 will be followed and work will not resume until mitigation measures have been agreed upon.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The subject site is served by NE 3rd Street and NE 252nd Avenue. Four public roads and three private road tracts will be constructed with this project. North Shore Boulevard will not be constructed with this project, but the right-of-way for North Shore Boulevard will be dedicated with this project. North Shore Boulevard will run across the site, from the northwest corner of the site to the southeast corner of the site. The development will also provide local streets throughout the site. Local streets that are planned with the project include N 56th Avenue, N 55th Avenue, and N 54th Avenue. Half-width improvements to N Mills Street will also be constructed with this project. Three private street tracts are also planned to be constructed with this project.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The nearest transit stop is about ±2.25 miles south of the site near the intersection of NE Everett Street and NE 3rd Avenue.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The planned project includes single-family and multi-family units. Each single-family lot will be provided with a minimum of two parking spaces (1 driveway space and 1 garage space) along with 19 additional stalls located in tracts throughout the development. The multi-family and mixed-use lots will provide 442 parking stalls for residents and visitors.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The proposed development will construct four new roadways to provide access to the lots within the development. The right-of-way dedication for North Shore Boulevard will also occur with this project, but North Shore Boulevard will be constructed at a later date by the City of Camas. The dedicated right-of-way for North Shore Boulevard will vary between 67 feet and 88 feet. The planned right-of-way varies in width throughout the site because critical areas, and an off-site barn impacts the ability for North Shore Boulevard to be dedicated at 88-feet-wide throughout the entirety of the site. In the southeast of the site, closer to the mixed use buildings, the right-of-way for North Shore Boulevard will be dedicated to 88-feet-wide. As North Shore Boulevard travels northwestwardly, its right-of-way shrinks down to 67 feet. This reduction in size is needed to avoid wetland and Oregon white oak impacts, and to avoid an off-site barn that is approximately eight feet north of the northern property line. N 57th Avenue, N 56th Avenue, N 55th Avenue, and N 54th Avenue will be constructed with a 54-foot-wide right-of-way, a 28-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide sidewalk on both sides of the road.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The proposed project will not use and does not occur in the immediate vicinity of water, rail, or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

The Applicant's Transportation Engineering Consultant, Kittelson & Associates, prepared a Transportation Impact Study (TIS). The TIS used an assumed subdivision with up to 41 detached single-family lots, 61 townhome lots and apartment units. Trip generation was calculated using the *ITE Trip Generation Manual 11th Edition*. The TIS states the proposed development will generate 1,831 average daily trips (ADT) with 125 a.m. peak hour trips and 157 p.m. peak hour trips.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

The proposed development will not interfere, affect, or be affected by the movement of agricultural and forest products.

- h. Proposed measures to reduce or control transportation impacts, if any:**

The TIS identifies proportionate share fees and transportation impact fees to be paid to mitigate the impacts of the project.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

Yes, the addition of 242 residential units and commercial space will result in an increased need for public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

The project will pay system development charges, impact fees, property taxes, and other municipally imposed taxes and fees.

16. Utilities

- a. Circle utilities currently available at the site:**

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

The project will decommission the existing septic systems and water wells on-site and extend electrical, water, communication, and sanitary sewer into the property to serve the development.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Water – City of Camas

Sanitary Sewer – City of Camas

Electricity – Clark Public Utilities

Refuse – Waste Connections

Communication – Comcast, Lumen

Natural Gas – Northwest Natural

The proposed project will extend water into the site from SE Leadbetter Road and loop the water through the development to provide service to the lots. A force sewer main is planned throughout the site. Each lot will have its own service lateral and grinder pump. The planned force main will connect to the existing force main in SE Leadbetter Road through the planned utility/public access easement tract, before being conveyed to the Leadbetter Pump Station to the east. The development will also have to extend three-phase power lines into the development to provided electrical service to each lot.

Signature

Under the penalty of perjury, the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  _____

Name of signee: Michael Andreotti _____

Position and Agency/Organization: Land Use Planner / AKS Engineering & Forestry _____

Date Submitted: 07/22/2025 _____



Staff Report

September 21st, 2026, City Council Meeting

Yuri Raku Annexation – Public Hearing for Raku Annexation – 10 min

Presenter: Robert Maul, Planning Manager

Phone	Email
360.817.1568	rmaul@cityofcamas.us

BACKGROUND: A notice of intent to annex has been submitted to the City to incorporate approximately 2.37 acres into the city limits of Camas.

SUMMARY: The owner, Yuri Raku, filed a Notice of Intent to annex on March 29th, 2026. The annexation area is within the Camas Urban Growth Boundary (UGB) at 2032 SE 283RD AVE, just south of the recently annexed Nourse Road Annexation, and east of Hills at Round Lake PRD.

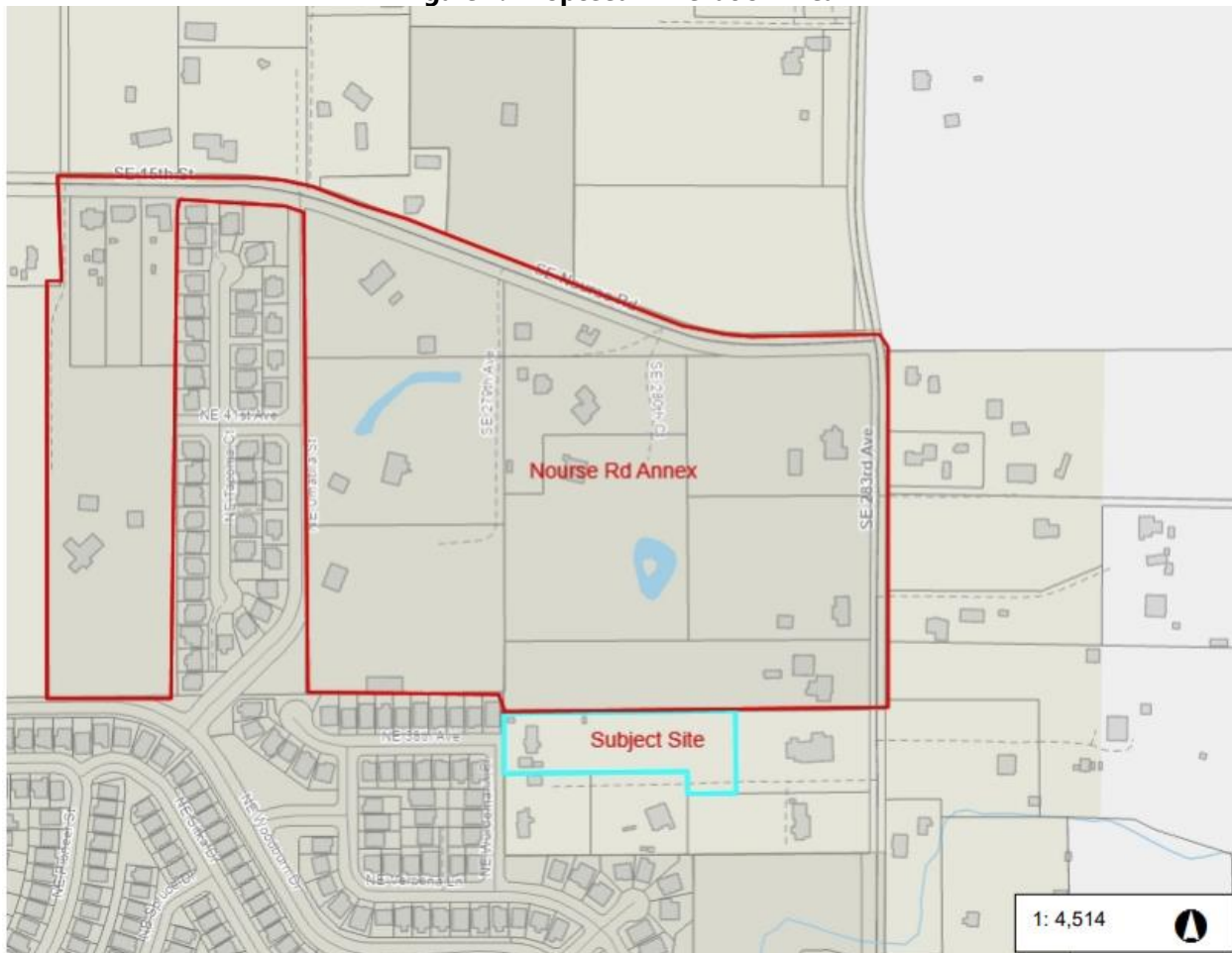
The initiating party represent 100% of valuation (\$452,619) of the proposed annexation area. No other parcels are proposed for this annexation. The subject site directly abuts the city limits of Camas at its western and northern boundaries. The notice is valid and satisfies the requirements of RCW 35A.14.120.

City Council met on May 18th, 2026 and accepted the notice of intent. Now the Planning Commission needs to provide a recommendation for the zoning designation for this parcel to be annexed.

The adopted comprehensive plan designation for the subject area is currently Single-Family High, which allows for a zoning designation of R-6. The current Clark County zoning for the subject area is R1-6, with an Urban Holding Overlay of U-10. Staff is recommending a zoning designation of R1-6 to be considered at a future public hearing in July.

The Planning Commission held a public hearing on August 17th, 2026 to establish a formal recommendation for a zoning designation for the Raku Annexation as R-6 zoning, which passed unanimously.

Figure 1: Proposed Annexation Area



City Boundary:

When drawing annexation boundaries, the goal is to have orderly patterns that allow for the ability provide services, continuity and allow for potential growth patterns that make sense. There are four properties that abut the subject site, and they are not part of the proposed annexation. While staff would normally advocate including those four properties to complete the city boundary, those particular owners sent formal correspondence to the City during the Nourse Road annexation making it clear they do not want to be included. As such, staff does support the annexation of just this one parcel as proposed.

Zoning:

The current adopted comprehensive plan for this parcel is Single-Family High density, which can be implemented by the R-6 zoning designation. Camas Municipal Code (CMC) table 18.05.020 lists zoning designations relative to the adopted comprehensive plan designation.

Utility and road impacts generated by any one of the three zoning designations has been anticipated when developing the capital facilities plans that have been adopted and

correspond with the comprehensive plan, so any of the three can comply with current policies.

Table 18.05.020

District	Symbol	Comprehensive Plan Designation
Residential 15,000	R-15	Single-family Low
Residential 12,000	R-12	Single-family Medium
Residential 10,000	R-10	Single-family Medium
Residential 7,500	R-7.5	Single-family Medium
Residential 6,000	R-6	Single-family High
Multifamily-10	MF-10	Multifamily Low
Multifamily-18	MF-18	Multifamily High
Multifamily Cottage	MF-C	Overlay

Process:

As per RCW 35.13.125, the City Council is required to meet with the initiating parties and will discuss the following:

1. Whether the City will accept, reject, or geographically modify the proposed annexation;
2. Whether it will require the simultaneous adoption of a proposed zoning regulation, if such a proposal has been prepared and filed (as provided for in RCW 35A.14.330, and RCW 35A.14.340); and
3. Whether it will require the assumption of all or any portion of existing City indebtedness by the area to be annexed.

BUDGET IMPACT: Initially service impacts will be minimal but may increase over time with future development and the demands it creates. Currently there are no capital related projects in the annexation area.

RECOMMENDATION: Staff recommends that the City Council hold a public hearing, take testimony and render a decision. Staff does recommend that council approve the adoptive ordinance 26-004 to formally annex the Raku parcel.

ORDINANCE NO. 26-005

AN ORDINANCE annexing real property to the City of Camas.

THE COUNCIL OF THE CITY OF CAMAS DO ORDAIN AS FOLLOWS:

Section I

The Council of the City of Camas finds that the following steps have been taken with respect to annexation of the hereinafter described unincorporated area to the City of Camas:

A. On March 29, 2026, a Notice of Intention to petition for annexation of the subject real property by the direct petition method provided for in Chapter 35A.14, Revised Code of Washington, was filed with the City of Camas.

B. The City Council of the City of Camas set May 18, 2026, as the time for a meeting with the annexation proponents to determine whether the City would accept, reject, or geographically modify the proposed annexation, and whether it would require the simultaneous adoption of a proposed zoning regulation, and whether it would require the assumption of existing indebtedness.

C. On May 18, 2026, the City Council conducted a meeting at which it accepted the geographical boundaries of the annexation area as proposed, required the assumption of all existing indebtedness, and required the adoption of a proposed zoning regulation.

D. On July 13th, 2026, the City received a petition for annexation signed by the owners of not less than sixty percent (60%) in value, according to the assessed valuation for general taxation of the property proposed to be annexed.

E. On August 18th, 2026, the City of Camas Planning Commission recommended approval of the annexation petition and adoption of zoning consistent with the attached Exhibit.

F. On September 21, 2026, the City Council conducted a public hearing to consider the annexation proposal.

Section II

Pursuant to the direct petition method provided for in Chapter 35A.14 Revised Code of Washington, the real property described in Exhibit “A”, attached hereto and by this reference incorporated herein, being a portion of Clark County not heretofore incorporated as a city or town, and further being within the urban growth area for the City of Camas, is hereby annexed to the City of Camas and made a part thereof.

Section III

All property within the area hereby annexed shall be assessed and taxed to pay for the outstanding general obligation indebtedness of the City of Camas existing as of the effective date of said annexation.

Section IV

The real property hereby annexed to the City of Camas is zoned as set forth in the attached Exhibit B. The City Community Development Director is hereby authorized and instructed to alter the district boundary lines of “The Map(s) of the Zoning Ordinance of the City of Camas,” established pursuant to Chapter 18.05 of the Camas Municipal Code, to include the property described in Section I hereof with such zoning classification.

Section V

The City Clerk is hereby directed to file with the Board of Clark County Councilors of Clark County, Washington, a certified copy of this ordinance. The City Clerk is further directed to file with the Office of Financial Management a certificate as required by RCW 35A.14.700

within thirty (30) days of the effective date of this annexation. The City Clerk is further directed to take all other steps and to inform all other agencies of said annexation as may be necessary and proper.

Section VI

This ordinance shall take force and be in effect five (5) days from and after its publication according to law. The annexation of the aforescribed real property shall be effective as of the effective date of this ordinance, subject to such notices as may otherwise be required by law.

PASSED by the Council and APPROVED by the Mayor this _____ day of _____, 2026.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

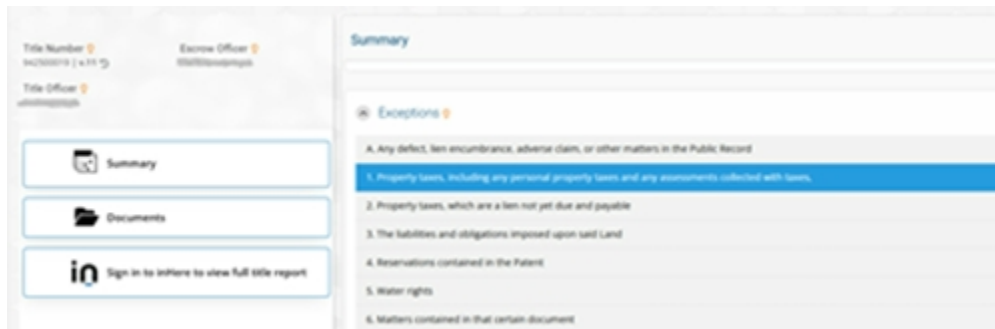
APPROVED as to form:

City Attorney

Commitment

File No.: 612903329**Property Address:** 2032 SE 283rd Avenue, Camas, WA
98607**Title Officer:** Jason Suter
Escrow Officer: Melissa Hixson

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[Click to view custom titleLOOK®](#)The logo for inHere, featuring the word 'inHere' in a bold, sans-serif font. The 'in' is in a smaller size and is positioned to the left of 'Here'. A small blue square is located below the 'i' in 'in'.

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ALTA COMMITMENT FOR TITLE INSURANCE

issued by agent:

**Fidelity National Title**

COMPANY OF WASHINGTON, INC.

Commitment Number:

612903329**NOTICE**

IMPORTANT - READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, Fidelity National Title Insurance Company, a Florida corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within one hundred eighty (180) days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Fidelity National Title Insurance Company

By:

Michael J. Nolan, President

Attest:

Marjorie Nemzura, Secretary

Countersigned By:

Phil Archer

Authorized Officer or Agent

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**FIDELITY NATIONAL TITLE COMPANY OF WASHINGTON,
INC.****COMMITMENT NO. 612903329****Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:**

ISSUING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Title Officer: Jason Suter Fidelity National Title Company of Washington, Inc. 655 W. Columbia Way, Suite 200 Vancouver, WA 98660 Phone: 360-904-7097 Main Phone: (360)750-3686 Email: Jason.Suter@ctt.com	Escrow Officer: Melissa Hixson Fidelity National Title Company of Washington, Inc. 2621 NE 134th St., Suite 200 Vancouver, WA 98686 Phone: 360-828-9070 Fax: 360-326-1620 Main Phone: (360)624-9102 Email: Melissa.Hixson@fnf.com

Order Number: 612903329**Property Address: 2032 SE 283rd Avenue, Camas, WA 98607****SCHEDULE A**

1. Commitment Date: November 4, 2025 at 08:00 AM
2. Policy to be issued:
 - (a) ALTA Owner's Policy 2021 w-WA Mod

Proposed Insured: Yuri Raku and Elena Stinea, presumptively subject to the community interest of their spouses, if married

Proposed Amount of Insurance: \$510,500.00

The estate or interest to be insured: Fee Simple as to Parcels I and II and an Easement as to Parcel III

Premium: \$ 1,296.00

Tax: \$ 110.16

Rate: Owner Short Term Standard

Total: \$ 1,406.16
3. The estate or interest in the Land at the Commitment Date is:

Fee Simple as to Parcels I and II and an Easement as to Parcel III
4. The Title is, at the Commitment Date, [vested in:](#)

Larry Grant Long and Elaine T. Long, husband and wife
5. The Land is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

END OF SCHEDULE A

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EXHIBIT "A"
Legal Description

Item 10.

For **APN/Parcel ID(s):** 123226000

Parcel I:

The South half of the North half of the following described parcel as measured along the East and West lines thereof:

Beginning at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian; thence North 0° 10' 50" East along the West line of said Coffey Donation Land Claim 1100.73 feet to the true point of beginning; thence South 89° 58' 06" East 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West 723.60 feet; thence North 89° 58' 06" West 945.45 feet to the West line of said Coffey Donation Land Claim; thence South 00° 10' 50" West along the said West line of the Coffey Donation Land Claim to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89° 58' 06" East, 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West, 180.90 feet to the true point of beginning; thence continuing North 00° 09' 24" West, 150.90 feet; thence North 89° 58' 06" West, 473.88 feet; thence South 00° 00' 43" West 150.90 feet; thence South 89° 58' 06" East, 474.32 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet to the true point of beginning; thence continuing North 00° 10' 50" East 210.90 feet; thence South 89° 59' 06" East 236.85 feet; thence South 00° 05' 46" West 210.90 feet; thence North 89° 58' 06" West 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet; thence South 89° 58' 06" East, 237.16 feet to the true point of beginning; thence North 00° 05' 46" East, 210.90 feet; thence South 89° 58' 06" East, 236.85 feet; thence South 00° 00' 43" West, 210.90 feet; thence North 89° 58' 06" West, 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

COMMENCING at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00°10'50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89°58'06" East 949.71 feet to a point 265.80 feet North 00°09'24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00°09'24" West 331.80 feet to the true

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EXHIBIT "A"
Legal Description

Item 10.

point of beginning; thence continuing North 00° 09' 24" West 210.90 feet; thence North 89° 58' 06" West, 354.63 feet; thence South 00° 04' 21" East 210.90 feet; thence South 89° 58' 06" East, 354.94 feet to the true point of beginning.

Parcel II:

The North half of the South half of the following described parcel as measured along the East and West lines thereof:

Beginning at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim 1100.73 feet to the true point of beginning; thence South 89° 58' 06" East 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West 723.60 feet; thence North 89° 58' 06" West 945.45 feet to the West line of said Coffey Donation Land Claim; thence South 00° 10' 50" West along the said West line of the Coffey Donation Land Claim to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89° 58' 06" East, 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West, 180.90 feet to the true point of beginning; thence continuing North 00° 09' 24" West, 150.90 feet; thence North 89° 58' 06" West, 473.88 feet; thence South 00° 00' 43" West 150.90 feet; thence South 89° 58' 06" East, 474.32 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet to the true point of beginning; thence continuing North 00° 10' 50" East 210.90 feet; thence South 89° 59' 06" East 236.85 feet; thence South 00° 05' 46" West 210.90 feet; thence North 89° 58' 06" West 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet; thence South 89° 58' 06" East, 237.16 feet to the true point of beginning; thence North 00° 05' 46" East, 210.90 feet; thence South 89° 58' 06" East, 236.85 feet; thence South 00° 00' 43" West, 210.90 feet; thence North 89° 58' 06" West, 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

COMMENCING at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89° 58' 06" East 949.71 feet to a point 265.80 feet North 00° 09' 24" West

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EXHIBIT "A"
Legal Description

Item 10.

of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00°09'24" West 331.80 feet to the true point of beginning; thence continuing North 00°09'24" West 210.90 feet; thence North 89°58'06" West, 354.63 feet; thence South 00°04'21" East 210.90 feet; thence South 89°58'06" East, 354.94 feet to the true point of beginning.

Parcel III:

A 60 foot easement for ingress, egress, and public utilities over, under and across the following described centerline:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1462.53 feet, to the true point of beginning; thence South 89° 58' 06" East, 917.58 feet, more or less, to the West edge of the right of way for County Road No. 134 and the end of this easement.

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SCHEDULE B, PART I - Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
5. Additional requirements and/or exceptions may be added as details of the transaction are disclosed to, or become known by the Company.
6. The application for title insurance was placed by reference to only a street address or tax identification number. The proposed Insured must confirm that the legal description in this report covers the parcel(s) of Land requested to be insured. If the legal description is incorrect, the proposed Insured must notify the Company and/or the settlement company in order to prevent errors and to be certain that the legal description for the intended parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.
7. In the event that the Land is occupied or intended to be occupied by the owner and a spouse or registered domestic partner as a homestead, the conveyance or encumbrance of the Land must be executed and acknowledged by both spouses or both registered domestic partners, pursuant to RCW 6.13 which now provides for an automatic homestead on such Land.
8. If the proposed insured is a married person or member of a registered domestic partnership acquiring title as a separate estate, the Company will require a Deed be executed by the spouse or registered domestic partner of the proposed insured to establish separate property.

A deed from the spouse or registered domestic partner will not eliminate the requirement that both spouses or registered domestic partners execute any new monetary encumbrances to comply with the automatic homestead provisions of RCW 6.13.060 if both spouses or registered domestic partners intend to reside on the Land.
9. If the Seller or Borrower intends to sign documents required to insure the transaction utilizing a remote online notary, please notify the Company immediately as additional underwriting requirements will need to be satisfied.

END OF REQUIREMENTS**NOTES**

The following matters will not be listed as Special Exceptions in Schedule B of the policy. There will be no coverage for loss arising by reason of the matters listed below because these matters are either excepted or excluded from coverage or are not matters covered under the insuring provisions of the policy.

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SCHEDULE B, PART I - Requirements
(continued)

- Note A: Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.
- Note B: Note: The policy requested in the application for insurance is ALTA Homeowner's Policy of Title Insurance for a One-to-Four Family Residence. Said policy is not available for this property. The ALTA Owner's Policy as identified in Schedule A hereof will be issued. Contact your title officer with any questions.
- Note C: Note: The Company finds no matters against the name(s) of Yuri Raku and Elena Stinea in the Public Records which would appear as exceptions in the policy.
- Note D: Note: The Public Records indicate that the address of the improvement located on said Land is as follows:

2032 SE 283rd Avenue
Camas, WA 98607
- Note E: Note: Manufactured Home Title Elimination Application recorded under Recording No. 5574980 recites that a manufactured (mobile) home is, or is being affixed to the Land.
- Note F: Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.
- Note G: Note: FOR INFORMATIONAL PURPOSES ONLY:

The following may be used as an abbreviated legal description on the documents to be recorded, per Amended RCW 65.04.045. Said abbreviated legal description is not a substitute for a complete legal description within the body of the document:

Tax Lots 31 and 32, T.M. Coffey DLC, Section 1, Township 1 North, Range 3 East
[Tax Account No.: 123226000](#)
- Note H: Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.

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SCHEDULE B, PART I - Requirements
(continued)

Note I: The recording fee (per document) is currently:
Deed \$303.50 plus \$1.00 for each additional page
Deed of Trust \$304.50 plus \$1.00 for each additional page

Note: When possible, the company will record electronically, and an additional \$15.00 fee will apply.

Note: A multiple transaction document incurs an additional fee for each additional title.

Note: A document which fails to conform to certain formatting and page one requirements incurs an additional \$50.00 fee.

RECORDING FEES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Please send all recording packages to:
Recording Department
655 W. Columbia Way, Suite 200
Vancouver, WA 98660

Please email all releases to:
ClarkWArecordings@fnf.com

END OF NOTES

END OF SCHEDULE B, PART I

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**FIDELITY NATIONAL TITLE COMPANY OF WASHINGTON,
INC.**

COMMITMENT NO. 612903329

SCHEDULE B, PART II - Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

GENERAL EXCEPTIONS

- A. Rights or claims of parties in possession, or claiming possession, not shown by the Public Records.
- B. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.
- C. Easements, prescriptive rights, rights-of-way, liens or encumbrances, or claims thereof, not shown by the Public Records.
- D. Any lien, or right to a lien, for contributions to employee benefit funds, or for state workers' compensation, or for services, labor, or material heretofore or hereafter furnished, all as imposed by law, and not shown by the Public Records.
- E. Taxes or special assessments which are not yet payable or which are not shown as existing liens by the Public Records.
- F. Any lien for service, installation, connection, maintenance, tap, capacity, or construction or similar charges for sewer, water, electricity, natural gas or other utilities, or for garbage collection and disposal not shown by the Public Records.
- G. Unpatented mining claims, and all rights relating thereto.
- H. Reservations and exceptions in United States Patents or in Acts authorizing the issuance thereof.
- I. Indian tribal codes or regulations, Indian treaty or aboriginal rights, including easements or equitable servitudes.
- J. Water rights, claims or title to water.
- K. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I—Requirements are met.

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SCHEDULE B, PART II - Exceptions
(continued)

SPECIAL EXCEPTIONS

1. Payment of the real estate excise tax, if required.

The Land is situated within the boundaries of local taxing authority of Clark County.

The rate of real estate excise tax for properties which are not formally classified and specially valued as timberland or agricultural land is:

State portion: 1.10% on any portion of the sales price of \$525,000 or less;
1.28% on any portion of the sales price above \$525,000, up to \$1,525,000;
2.75% on any portion of the sales price above \$1,525,000, up to \$3,025,000;
3.00% on any portion of the sales price above \$3,025,000;

The rate of excise for properties formally classified as timberland or agriculture land will be 1.28% for the State portion on the entire sales price.

Local portion: .50% on the entire sales price.

An additional \$5.00 State Technology Fee must be included in all excise tax payments.

If the transaction is exempt, an additional \$5.00 Affidavit Processing Fee is required.

Any conveyance document must be accompanied by the official Washington State Excise Tax Affidavit, which can be found online [HERE <https://dor.wa.gov/get-form-or-publication/forms-subject/real-estate-excise-tax>](https://dor.wa.gov/get-form-or-publication/forms-subject/real-estate-excise-tax). The applicable excise tax must be paid and the affidavit approved at the time of the recording of the conveyance documents. (NOTE: Real Estate Excise Tax Affidavits must be printed as legal size forms).

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SCHEDULE B, PART II - Exceptions
(continued)

2. General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year:

Year: 2025
Tax Account No.: [123226000](#)
 School District/Levy Code: 117017
 Assessed Total: \$490,738.00
 Millage Rate: 9.9575031624
 Location Code: 0600

General and Special Taxes:

First Half Billed: \$247.98
 Second Half Billed: \$247.80
 Unpaid: \$0.00

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

3. Taxpayer of the Land has qualified for a senior citizen exemption. Contact the County Treasurer to determine if said exemption has been or will be cancelled and to determine the amount of any tax payment due.
4. A deed of trust to secure an indebtedness in the amount shown below,

Amount: \$251,500.00
 Dated: July 13, 2020
 Trustor/Grantor: Larry Grant Long and Elaine T. Long, husband and wife
 Trustee: WFG Title
 Beneficiary: Mortgage Electronic Registration Systems, Inc., "MERS" acting solely as nominee for American Pacific Mortgage Corporation
 Loan No.: 000850800 MIN 1002793-0006392374-8
 Recording Date: July 17, 2020
Recording No.: [5760530](#)

5. Road Maintenance Agreement and the terms and conditions thereof:

Recording Date: January 15, 2008
Recording No.: [4412639](#)

6. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

In favor of: ADJACENT PROPERTY OWNERS
 Purpose: road and utility purposes
 Recording Date: July 10, 1979
Recording No.: [7907100102](#)

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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SCHEDULE B, PART II - Exceptions
(continued)

7. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

In favor of: ADJACENT PROPERTY OWNERS
Purpose: ingress, egress and utilities
Recording Date: December 10, 1979
[Recording No.:](#) [7912100042](#)

8. Boundary Line Adjustment and the terms and conditions thereof:

Recording Date: November 13, 2017
[Recording No.:](#) [5461569](#)

9. Any unrecorded leaseholds, right of vendors and holders of security interests on personal property installed upon the Land and rights of tenants to remove trade fixtures at the expiration of the terms.

END OF SCHEDULE B, PART II

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COMMITMENT CONDITIONS

1. DEFINITIONS

- a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.
- b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.
- c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.
- e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.
- g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.
- i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.
- j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I-Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- a. the Notice;
- b. the Commitment to Issue Policy;
- c. the Commitment Conditions;
- d. Schedule A;
- e. Schedule B, Part I-Requirements; and
- f. Schedule B, Part II-Exceptions; and
- g. a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - i. comply with the Schedule B, Part I-Requirements;
 - ii. eliminate, with the Company's written consent, any Schedule B, Part II-Exceptions; or
 - iii. acquire the Title or create the Mortgage covered by this Commitment.
- b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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AMERICAN
LAND TITLE
ASSOCIATION



(continued)

- e. The Company is not liable for the content of the Transaction Identification Data, if any.
- f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I-Requirements have been met to the satisfaction of the Company.
- g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM

- a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.
- c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- d. The deletion or modification of any Schedule B, Part II-Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. CLAIMS PROCEDURES

This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

10. CLASS ACTION

ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION - INTENTIONALLY DELETED

END OF CONDITIONS

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RECORDING REQUIREMENTS

Effective January 1, 1997, document format and content requirements have been imposed by Washington Law. Failure to comply with the following requirements may result in rejection of the document by the county recorder or imposition of a \$50.00 surcharge.

First page or cover sheet:

3" top margin containing nothing except the return address.

1" side and bottom margins containing no markings or seals.

Title(s) of documents.

Recording no. of any assigned, released or referenced document(s).

Grantors names (and page no. where additional names can be found).

Grantees names (and page no. where additional names can be found).

Abbreviated legal description (Lot, Block, Plat Name or Section, Township, Range and Quarter, Quarter Section for unplatted). Said abbreviated legal description is not a substitute for a complete legal description which must also appear in the body of the document.

Assessor's tax parcel number(s).

Return address (in top 3" margin).

****A cover sheet can be attached containing the above format and data if the first page does not contain all required data.**

Additional Pages:

1" top, side and bottom margins containing no markings or seals.

All Pages:

No stapled or taped attachments. Each attachment must be a separate page. All notary and other pressure seals must be smudged for visibility. Font size of 8 points or larger.



Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:

<http://www.fbi.gov>

Internet Crime Complaint Center:

<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL PRIVACY NOTICE

Effective January 1, 2025

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g., Social Security Number, driver's license, passport, or other government ID number);
- financial account information (e.g., loan or bank account information);
- biometric data (e.g., fingerprints, retina or iris scans, voiceprints, or other unique biological characteristics; and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for these main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To prevent and detect fraud;
- To maintain the security of our systems, tools, accounts, and applications;
- To verify and authenticate identities and credentials;
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.
- To provide reviews and testimonials about our services, with your consent.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to affiliated or nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to affiliated or nonaffiliated third parties with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

State-Specific Consumer Privacy Information:

For additional information about your state-specific consumer privacy rights, to make a consumer privacy request, or to appeal a previous privacy request, please follow the link [Privacy Request](#), or email privacy@fnf.com or call (888) 714-2710.

Certain state privacy laws require that FNF disclose the categories of third parties to which FNF may disclose the Personal Information and Browsing Information listed above. Those categories are:

- FNF affiliates and subsidiaries;
- Non-affiliated third parties, with your consent;
- Business in connection with the sale or other disposition of all or part of the FNF business and/or assets;
- Service providers;
- Law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (fnf.com/california-privacy) or call (888) 413-1748.

For Nevada Residents: We are providing this notice pursuant to state law. You may be placed on our internal Do Not Call List by calling FNF Privacy at (888) 714-2710 or by contacting us via the information set forth at the end of this Privacy Notice. For further information concerning Nevada's telephone solicitation law, you may contact: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: aginquiries@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes. For additional information about your Oregon consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710

FNF is the controller of the following businesses registered with the Secretary of State in Oregon:

Chicago Title Company of Oregon, Fidelity National Title Company of Oregon, Lawyers Title of Oregon, LoanCare, Tigor, Title Company of Oregon, Western Title & Escrow Company, Chicago Title Company, Chicago Title Insurance Company, Commonwealth Land Title Insurance Company, Fidelity National Title Insurance Company, Liberty Title & Escrow, Novare National Settlement Service, Tigor Title Company of California, Exos Valuations, Fidelity & Guaranty Life, Insurance Agency, Fidelity National Home Warranty Company, Fidelity National Management Services, Fidelity Residential Solutions, FNF Insurance Services, FNTG National Record Centers, IPEX, Mission Servicing Residential, National Residential Nominee Services, National Safe Harbor Exchanges, National Title Insurance of New York, NationalLink Valuations, NexAce Corp., ServiceLink Auction, ServiceLink Management Company, ServiceLink Services, ServiceLink Title Company of Oregon, ServiceLink Valuation Solutions, Western Title & Escrow Company

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

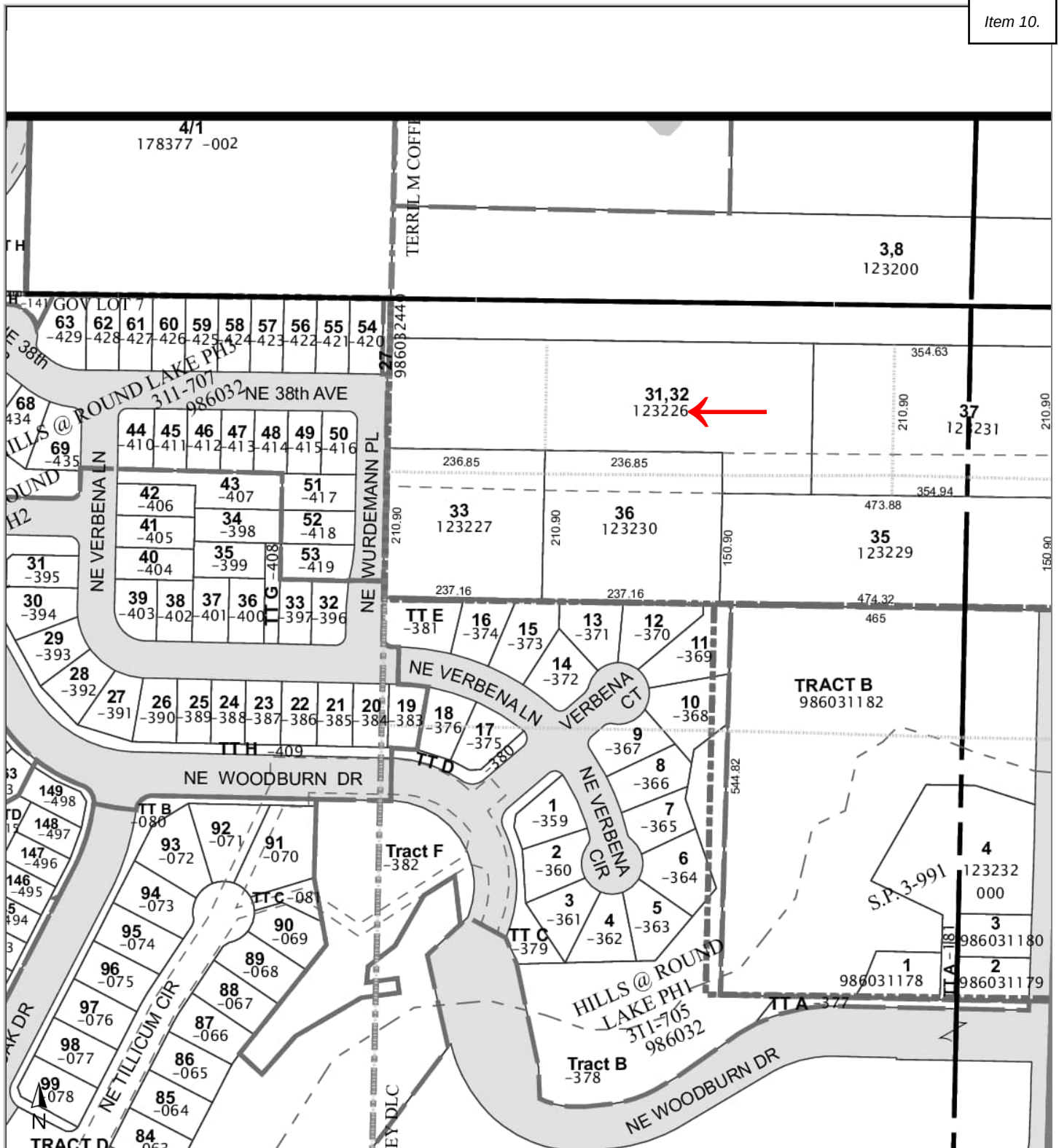
Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions or would like to correct your Personal Information, visit FNF's [Privacy Request](#) website or contact us by phone at (888) 714-2710, by email at privacy@fnf.com, or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer



ParcelID: 123226000

2032 SE 283rd Ave, Camas WA 98607

This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.



Zoning Map Exhibit

Item 10.



Legend

- Building Footprints
- Taxlots

Notes:

Ord. No 26-005



376.2 0 188.08 376.2 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.



CLARK COUNTY WASHINGTON

www.clark.wa.gov/assessor

ASSESSOR'S OFFICE

Peter Van Nortwick, Assessor

1300 Franklin Street
PO Box 5000
Vancouver, WA 98666-5000
360.397.2391
360.397.6046 f

July 28, 2026

Robert Maul
Planning Manager
Camas, WA 98607

Dear Mr. Maul,

You will find enclosed the Certification of Sufficiency of the petition for annexation of land to the City of Camas:
Raku Annexation.

Please contact me should you have any questions regarding this annexation.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Van Nortwick". The signature is stylized with a large, sweeping "P" and "V".

Peter Van Nortwick
Clark County Assessor

Enclosed:

Certification of Sufficiency
Annexation Legal Description
Annexation Map

Certification of Sufficiency
Raku Annexation

The City of Camas on July 15th, 2026, submitted for review by Clark County Assessor, a petition to annex to the city, approximately 2.27 acres of land known as the Raku Annexation. Subject to the requirements of 35A.01.040 I now certify the following in my capacity as Clark County Assessor:

1. On July 15th, 2026, the City of Camas submitted for certification by the Clark County Assessor a petition to annex to the City fourteen (1) parcel of land and associated road and public utility rights-of-way, totaling approximately 2.27 acres.
2. The legal description and map of the area proposed for annexation, as provided by the City, are attached to this certification. According to the map provided by the city, this area is in unincorporated Clark County and within the urban growth boundary.
3. The city is completing annexation pursuant to the sixty percent method of annexation RCW 35A.14.120 – 150
4. The Clark County Assessor initiated determination of petition sufficiency on July 28th, 2026, which is the “terminal date” as defined in 35A.01.040.
5. The area proposed for annexation has a certified annexation value for general taxation of \$452,619.
6. Petition signatures provided by the City represent valid owner signatures of a combined total assessed value for general taxation of not less than 60% of the total assessed value for general taxation of all property in the proposed annexation area. This review did not address the legal sufficiency of any proxy or utility covenant, only the sufficiency of the presence of signatures thereon.

Therefore, based on the petition certification request and supporting materials submitted by the City, I hereby declare and certify that the petition represents the affirmative consent of properties totaling more than 60% of the value according to the assessed valuation for general taxation purposes of the property proposed for annexation.

Given under my hand and seal this July 28th, 2026.



Peter Van Nortwick
Clark County Assessor



**60% PETITION FOR ANNEXATION
INTO THE CITY OF CAMAS**

We the undersigned hereby petition the City of Camas to have our property as described below annexed to the City of Camas. We certify that we are the legal owners of such property and are aware that our signatures will be combined with the required signatures to represent at least sixty percent (60%) or more of the total value of all property within the area we are asking to be annexed.

A legal description will be required for the entire annexation area at time of formal petition submittal.

****The City Council requires assumption of existing city indebtedness by the area to be annexed****

Yes ✓ correct ✓ No _____

****The City Council requires the simultaneous adoption of a proposed comprehensive plan designation for the area to be annexed****
Yes ✓ correct ✓ No _____

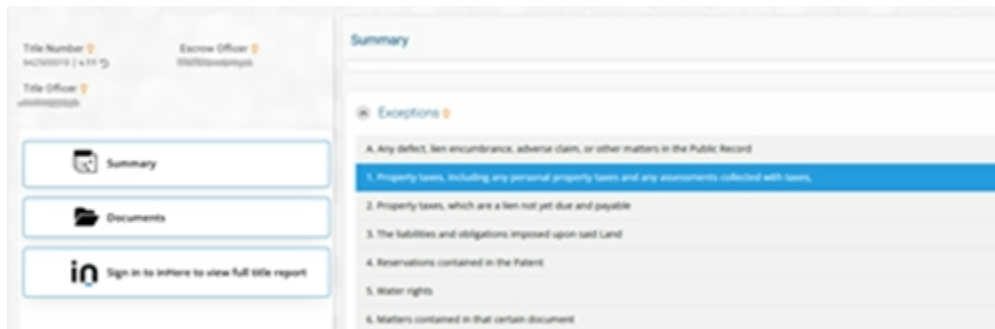
WARNING: Every person who signs this petition with any other than his or her true name, or who knowingly signs more than one of these petitions, or signs a petition seeking an election when he or she is not a legal voter, or signs a petition when he or she is otherwise not qualified to sign, or who makes herein any false statement, shall be guilty of a misdemeanor.

PARCEL #	SIGN & PRINT NAME	ADDRESS	DATE SIGNED	OWNER	VOTER
123226-000	Yuri and Elena Raku <i>Yuri Raku</i> <i>Elena Raku</i>	2032 SE 283rd Ave, Camas, WA 98607	03-29.2026	Yuri raku	

Commitment

File No.: 612903329**Property Address:** 2032 SE 283rd Avenue, Camas, WA
98607**Title Officer:** Jason Suter
Escrow Officer: Melissa Hixson

Welcome to the new titleLOOK®!



titleLOOK upgrades the traditional title report experience from a static report with large zip files of supporting documents to a real-time interactive title report. With titleLOOK, you'll enjoy:

- an easy-to-use summary page of your report findings
- color-coded requirements and exceptions so you can focus on what is important
- hyperlinks directly into the documents referenced on your report
- a transparent and convenient title report experience

[Click to view custom titleLOOK®](#)The logo for inHere, featuring the word 'inHere' in a bold, sans-serif font. The 'in' is in a smaller size and positioned to the left of 'Here'. A small blue square is located below the 'i' in 'in'.

When you click on the above button/link to access your titleLOOK report, you will be taken to inHere, our platform designed to transform the experience of buying or selling real estate from the moment a transaction is started all the way through closing. inHere provides a safe and convenient method of delivering documents and information about your real estate transaction.

ALTA COMMITMENT FOR TITLE INSURANCE

issued by agent:



Commitment Number:

612903329**NOTICE**

IMPORTANT - READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, Fidelity National Title Insurance Company, a Florida corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within one hundred eighty (180) days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Fidelity National Title Insurance Company

By:

Michael J. Nolan, President

Attest:

Marjorie Nemzura, Secretary

Countersigned By:

Phil Archer

Authorized Officer or Agent

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**FIDELITY NATIONAL TITLE COMPANY OF WASHINGTON,
INC.****COMMITMENT NO. 612903329****Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:**

ISSUING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Title Officer: Jason Suter Fidelity National Title Company of Washington, Inc. 655 W. Columbia Way, Suite 200 Vancouver, WA 98660 Phone: 360-904-7097 Main Phone: (360)750-3686 Email: Jason.Suter@ctt.com	Escrow Officer: Melissa Hixson Fidelity National Title Company of Washington, Inc. 2621 NE 134th St., Suite 200 Vancouver, WA 98686 Phone: 360-828-9070 Fax: 360-326-1620 Main Phone: (360)624-9102 Email: Melissa.Hixson@fnf.com

Order Number: 612903329**Property Address: 2032 SE 283rd Avenue, Camas, WA 98607****SCHEDULE A**

1. Commitment Date: November 4, 2025 at 08:00 AM
2. Policy to be issued:
 - (a) ALTA Owner's Policy 2021 w-WA Mod

Proposed Insured: Yuri Raku and Elena Stinea, presumptively subject to the community interest of their spouses, if married

Proposed Amount of Insurance: \$510,500.00

The estate or interest to be insured: Fee Simple as to Parcels I and II and an Easement as to Parcel III

Premium: \$ 1,296.00

Tax: \$ 110.16

Rate: Owner Short Term Standard

Total: \$ 1,406.16
3. The estate or interest in the Land at the Commitment Date is:

Fee Simple as to Parcels I and II and an Easement as to Parcel III
4. The Title is, at the Commitment Date, [vested in:](#)

Larry Grant Long and Elaine T. Long, husband and wife
5. The Land is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

END OF SCHEDULE A

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EXHIBIT "A"
Legal Description

Item 10.

For **APN/Parcel ID(s):** 123226000

Parcel I:

The South half of the North half of the following described parcel as measured along the East and West lines thereof:

Beginning at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian; thence North 0° 10' 50" East along the West line of said Coffey Donation Land Claim 1100.73 feet to the true point of beginning; thence South 89° 58' 06" East 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West 723.60 feet; thence North 89° 58' 06" West 945.45 feet to the West line of said Coffey Donation Land Claim; thence South 00° 10' 50" West along the said West line of the Coffey Donation Land Claim to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89° 58' 06" East, 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West, 180.90 feet to the true point of beginning; thence continuing North 00° 09' 24" West, 150.90 feet; thence North 89° 58' 06" West, 473.88 feet; thence South 00° 00' 43" West 150.90 feet; thence South 89° 58' 06" East, 474.32 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet to the true point of beginning; thence continuing North 00° 10' 50" East 210.90 feet; thence South 89° 59' 06" East 236.85 feet; thence South 00° 05' 46" West 210.90 feet; thence North 89° 58' 06" West 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet; thence South 89° 58' 06" East, 237.16 feet to the true point of beginning; thence North 00° 05' 46" East, 210.90 feet; thence South 89° 58' 06" East, 236.85 feet; thence South 00° 00' 43" West, 210.90 feet; thence North 89° 58' 06" West, 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

COMMENCING at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00°10'50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89°58'06" East 949.71 feet to a point 265.80 feet North 00°09'24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00°09'24" West 331.80 feet to the true

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EXHIBIT "A"
Legal Description

Item 10.

point of beginning; thence continuing North 00° 09' 24" West 210.90 feet; thence North 89° 58' 06" West, 354.63 feet; thence South 00° 04' 21" East 210.90 feet; thence South 89° 58' 06" East, 354.94 feet to the true point of beginning.

Parcel II:

The North half of the South half of the following described parcel as measured along the East and West lines thereof:

Beginning at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim 1100.73 feet to the true point of beginning; thence South 89° 58' 06" East 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West 723.60 feet; thence North 89° 58' 06" West 945.45 feet to the West line of said Coffey Donation Land Claim; thence South 00° 10' 50" West along the said West line of the Coffey Donation Land Claim to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89° 58' 06" East, 949.71 feet to a point 265.80 feet North 00° 09' 24" West of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00° 09' 24" West, 180.90 feet to the true point of beginning; thence continuing North 00° 09' 24" West, 150.90 feet; thence North 89° 58' 06" West, 473.88 feet; thence South 00° 00' 43" West 150.90 feet; thence South 89° 58' 06" East, 474.32 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet to the true point of beginning; thence continuing North 00° 10' 50" East 210.90 feet; thence South 89° 59' 06" East 236.85 feet; thence South 00° 05' 46" West 210.90 feet; thence North 89° 58' 06" West 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1281.63 feet; thence South 89° 58' 06" East, 237.16 feet to the true point of beginning; thence North 00° 05' 46" East, 210.90 feet; thence South 89° 58' 06" East, 236.85 feet; thence South 00° 00' 43" West, 210.90 feet; thence North 89° 58' 06" West, 237.16 feet to the true point of beginning.

EXCEPT Therefrom the following described Parcel

COMMENCING at the Southwest corner of the Terril M. Coffey Donation Land Claim, said Southwest corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1100.73 feet; thence South 89° 58' 06" East 949.71 feet to a point 265.80 feet North 00° 09' 24" West

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EXHIBIT "A"
Legal Description

Item 10.

of the Northwest corner of the Hiram Strong Donation Land Claim; thence North 00°09'24" West 331.80 feet to the true point of beginning; thence continuing North 00°09'24" West 210.90 feet; thence North 89°58'06" West, 354.63 feet; thence South 00°04'21" East 210.90 feet; thence South 89°58'06" East, 354.94 feet to the true point of beginning.

Parcel III:

A 60 foot easement for ingress, egress, and public utilities over, under and across the following described centerline:

Commencing at the Southwest corner of the Terril M. Coffey Donation Land Claim, said corner being 27.29 chains East and 25.65 chains South of the Northwest corner of Section 1, Township 1 North, Range 3 East of the Willamette Meridian, in Clark County, Washington; thence North 00° 10' 50" East along the West line of said Coffey Donation Land Claim, 1462.53 feet, to the true point of beginning; thence South 89° 58' 06" East, 917.58 feet, more or less, to the West edge of the right of way for County Road No. 134 and the end of this easement.

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SCHEDULE B, PART I - Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
5. Additional requirements and/or exceptions may be added as details of the transaction are disclosed to, or become known by the Company.
6. The application for title insurance was placed by reference to only a street address or tax identification number. The proposed Insured must confirm that the legal description in this report covers the parcel(s) of Land requested to be insured. If the legal description is incorrect, the proposed Insured must notify the Company and/or the settlement company in order to prevent errors and to be certain that the legal description for the intended parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.
7. In the event that the Land is occupied or intended to be occupied by the owner and a spouse or registered domestic partner as a homestead, the conveyance or encumbrance of the Land must be executed and acknowledged by both spouses or both registered domestic partners, pursuant to RCW 6.13 which now provides for an automatic homestead on such Land.
8. If the proposed insured is a married person or member of a registered domestic partnership acquiring title as a separate estate, the Company will require a Deed be executed by the spouse or registered domestic partner of the proposed insured to establish separate property.

A deed from the spouse or registered domestic partner will not eliminate the requirement that both spouses or registered domestic partners execute any new monetary encumbrances to comply with the automatic homestead provisions of RCW 6.13.060 if both spouses or registered domestic partners intend to reside on the Land.
9. If the Seller or Borrower intends to sign documents required to insure the transaction utilizing a remote online notary, please notify the Company immediately as additional underwriting requirements will need to be satisfied.

END OF REQUIREMENTS**NOTES**

The following matters will not be listed as Special Exceptions in Schedule B of the policy. There will be no coverage for loss arising by reason of the matters listed below because these matters are either excepted or excluded from coverage or are not matters covered under the insuring provisions of the policy.

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SCHEDULE B, PART I - Requirements
(continued)

- Note A: Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.
- Note B: Note: The policy requested in the application for insurance is ALTA Homeowner's Policy of Title Insurance for a One-to-Four Family Residence. Said policy is not available for this property. The ALTA Owner's Policy as identified in Schedule A hereof will be issued. Contact your title officer with any questions.
- Note C: Note: The Company finds no matters against the name(s) of Yuri Raku and Elena Stinea in the Public Records which would appear as exceptions in the policy.
- Note D: Note: The Public Records indicate that the address of the improvement located on said Land is as follows:

2032 SE 283rd Avenue
Camas, WA 98607
- Note E: Note: Manufactured Home Title Elimination Application recorded under Recording No. 5574980 recites that a manufactured (mobile) home is, or is being affixed to the Land.
- Note F: Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.
- Note G: Note: FOR INFORMATIONAL PURPOSES ONLY:

The following may be used as an abbreviated legal description on the documents to be recorded, per Amended RCW 65.04.045. Said abbreviated legal description is not a substitute for a complete legal description within the body of the document:

Tax Lots 31 and 32, T.M. Coffey DLC, Section 1, Township 1 North, Range 3 East
[Tax Account No.: 123226000](#)
- Note H: Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.

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SCHEDULE B, PART I - Requirements
(continued)

Note I: The recording fee (per document) is currently:
Deed \$303.50 plus \$1.00 for each additional page
Deed of Trust \$304.50 plus \$1.00 for each additional page

Note: When possible, the company will record electronically, and an additional \$15.00 fee will apply.

Note: A multiple transaction document incurs an additional fee for each additional title.

Note: A document which fails to conform to certain formatting and page one requirements incurs an additional \$50.00 fee.

RECORDING FEES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Please send all recording packages to:
Recording Department
655 W. Columbia Way, Suite 200
Vancouver, WA 98660

Please email all releases to:
ClarkWArecordings@fnf.com

END OF NOTES

END OF SCHEDULE B, PART I

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**FIDELITY NATIONAL TITLE COMPANY OF WASHINGTON,
INC.**

COMMITMENT NO. 612903329

SCHEDULE B, PART II - Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

GENERAL EXCEPTIONS

- A. Rights or claims of parties in possession, or claiming possession, not shown by the Public Records.
- B. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.
- C. Easements, prescriptive rights, rights-of-way, liens or encumbrances, or claims thereof, not shown by the Public Records.
- D. Any lien, or right to a lien, for contributions to employee benefit funds, or for state workers' compensation, or for services, labor, or material heretofore or hereafter furnished, all as imposed by law, and not shown by the Public Records.
- E. Taxes or special assessments which are not yet payable or which are not shown as existing liens by the Public Records.
- F. Any lien for service, installation, connection, maintenance, tap, capacity, or construction or similar charges for sewer, water, electricity, natural gas or other utilities, or for garbage collection and disposal not shown by the Public Records.
- G. Unpatented mining claims, and all rights relating thereto.
- H. Reservations and exceptions in United States Patents or in Acts authorizing the issuance thereof.
- I. Indian tribal codes or regulations, Indian treaty or aboriginal rights, including easements or equitable servitudes.
- J. Water rights, claims or title to water.
- K. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I—Requirements are met.

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SCHEDULE B, PART II - Exceptions
(continued)

SPECIAL EXCEPTIONS

1. Payment of the real estate excise tax, if required.

The Land is situated within the boundaries of local taxing authority of Clark County.

The rate of real estate excise tax for properties which are not formally classified and specially valued as timberland or agricultural land is:

State portion: 1.10% on any portion of the sales price of \$525,000 or less;
1.28% on any portion of the sales price above \$525,000, up to \$1,525,000;
2.75% on any portion of the sales price above \$1,525,000, up to \$3,025,000;
3.00% on any portion of the sales price above \$3,025,000;

The rate of excise for properties formally classified as timberland or agriculture land will be 1.28% for the State portion on the entire sales price.

Local portion: .50% on the entire sales price.

An additional \$5.00 State Technology Fee must be included in all excise tax payments.

If the transaction is exempt, an additional \$5.00 Affidavit Processing Fee is required.

Any conveyance document must be accompanied by the official Washington State Excise Tax Affidavit, which can be found online [HERE <https://dor.wa.gov/get-form-or-publication/forms-subject/real-estate-excise-tax>](https://dor.wa.gov/get-form-or-publication/forms-subject/real-estate-excise-tax). The applicable excise tax must be paid and the affidavit approved at the time of the recording of the conveyance documents. (NOTE: Real Estate Excise Tax Affidavits must be printed as legal size forms).

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SCHEDULE B, PART II - Exceptions
(continued)

2. General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year:

Year: 2025
Tax Account No.: [123226000](#)
 School District/Levy Code: 117017
 Assessed Total: \$490,738.00
 Millage Rate: 9.9575031624
 Location Code: 0600

General and Special Taxes:

First Half Billed: \$247.98
 Second Half Billed: \$247.80
 Unpaid: \$0.00

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

3. Taxpayer of the Land has qualified for a senior citizen exemption. Contact the County Treasurer to determine if said exemption has been or will be cancelled and to determine the amount of any tax payment due.
4. A deed of trust to secure an indebtedness in the amount shown below,

Amount: \$251,500.00
 Dated: July 13, 2020
 Trustor/Grantor: Larry Grant Long and Elaine T. Long, husband and wife
 Trustee: WFG Title
 Beneficiary: Mortgage Electronic Registration Systems, Inc., "MERS" acting solely as nominee for American Pacific Mortgage Corporation
 Loan No.: 000850800 MIN 1002793-0006392374-8
 Recording Date: July 17, 2020
Recording No.: [5760530](#)

5. Road Maintenance Agreement and the terms and conditions thereof:

Recording Date: January 15, 2008
Recording No.: [4412639](#)

6. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

In favor of: ADJACENT PROPERTY OWNERS
 Purpose: road and utility purposes
 Recording Date: July 10, 1979
Recording No.: [7907100102](#)

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SCHEDULE B, PART II - Exceptions
(continued)

7. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

In favor of: ADJACENT PROPERTY OWNERS
Purpose: ingress, egress and utilities
Recording Date: December 10, 1979
[Recording No.:](#) [7912100042](#)

8. Boundary Line Adjustment and the terms and conditions thereof:

Recording Date: November 13, 2017
[Recording No.:](#) [5461569](#)

9. Any unrecorded leaseholds, right of vendors and holders of security interests on personal property installed upon the Land and rights of tenants to remove trade fixtures at the expiration of the terms.

END OF SCHEDULE B, PART II

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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COMMITMENT CONDITIONS

1. DEFINITIONS

- a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.
- b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.
- c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.
- e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.
- g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.
- i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.
- j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I-Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- a. the Notice;
- b. the Commitment to Issue Policy;
- c. the Commitment Conditions;
- d. Schedule A;
- e. Schedule B, Part I-Requirements; and
- f. Schedule B, Part II-Exceptions; and
- g. a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - i. comply with the Schedule B, Part I-Requirements;
 - ii. eliminate, with the Company's written consent, any Schedule B, Part II-Exceptions; or
 - iii. acquire the Title or create the Mortgage covered by this Commitment.
- b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.

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AMERICAN
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ASSOCIATION



(continued)

- e. The Company is not liable for the content of the Transaction Identification Data, if any.
- f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I-Requirements have been met to the satisfaction of the Company.
- g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM

- a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.
- c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- d. The deletion or modification of any Schedule B, Part II-Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. CLAIMS PROCEDURES

This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

10. CLASS ACTION

ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION - INTENTIONALLY DELETED

END OF CONDITIONS

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RECORDING REQUIREMENTS

Effective January 1, 1997, document format and content requirements have been imposed by Washington Law. Failure to comply with the following requirements may result in rejection of the document by the county recorder or imposition of a \$50.00 surcharge.

First page or cover sheet:

3" top margin containing nothing except the return address.

1" side and bottom margins containing no markings or seals.

Title(s) of documents.

Recording no. of any assigned, released or referenced document(s).

Grantors names (and page no. where additional names can be found).

Grantees names (and page no. where additional names can be found).

Abbreviated legal description (Lot, Block, Plat Name or Section, Township, Range and Quarter, Quarter Section for unplatted). Said abbreviated legal description is not a substitute for a complete legal description which must also appear in the body of the document.

Assessor's tax parcel number(s).

Return address (in top 3" margin).

****A cover sheet can be attached containing the above format and data if the first page does not contain all required data.**

Additional Pages:

1" top, side and bottom margins containing no markings or seals.

All Pages:

No stapled or taped attachments. Each attachment must be a separate page. All notary and other pressure seals must be smudged for visibility. Font size of 8 points or larger.



Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:

<http://www.fbi.gov>

Internet Crime Complaint Center:

<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL PRIVACY NOTICE

Effective January 1, 2025

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g., Social Security Number, driver's license, passport, or other government ID number);
- financial account information (e.g., loan or bank account information);
- biometric data (e.g., fingerprints, retina or iris scans, voiceprints, or other unique biological characteristics; and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for these main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To prevent and detect fraud;
- To maintain the security of our systems, tools, accounts, and applications;
- To verify and authenticate identities and credentials;
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.
- To provide reviews and testimonials about our services, with your consent.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to affiliated or nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to affiliated or nonaffiliated third parties with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

State-Specific Consumer Privacy Information:

For additional information about your state-specific consumer privacy rights, to make a consumer privacy request, or to appeal a previous privacy request, please follow the link [Privacy Request](#), or email privacy@fnf.com or call (888) 714-2710.

Certain state privacy laws require that FNF disclose the categories of third parties to which FNF may disclose the Personal Information and Browsing Information listed above. Those categories are:

- FNF affiliates and subsidiaries;
- Non-affiliated third parties, with your consent;
- Business in connection with the sale or other disposition of all or part of the FNF business and/or assets;
- Service providers;
- Law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (fnf.com/california-privacy) or call (888) 413-1748.

For Nevada Residents: We are providing this notice pursuant to state law. You may be placed on our internal Do Not Call List by calling FNF Privacy at (888) 714-2710 or by contacting us via the information set forth at the end of this Privacy Notice. For further information concerning Nevada's telephone solicitation law, you may contact: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: aginquiries@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes. For additional information about your Oregon consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710

FNF is the controller of the following businesses registered with the Secretary of State in Oregon:

Chicago Title Company of Oregon, Fidelity National Title Company of Oregon, Lawyers Title of Oregon, LoanCare, Tigor, Title Company of Oregon, Western Title & Escrow Company, Chicago Title Company, Chicago Title Insurance Company, Commonwealth Land Title Insurance Company, Fidelity National Title Insurance Company, Liberty Title & Escrow, Novare National Settlement Service, Tigor Title Company of California, Exos Valuations, Fidelity & Guaranty Life, Insurance Agency, Fidelity National Home Warranty Company, Fidelity National Management Services, Fidelity Residential Solutions, FNF Insurance Services, FNTG National Record Centers, IPEX, Mission Servicing Residential, National Residential Nominee Services, National Safe Harbor Exchanges, National Title Insurance of New York, NationalLink Valuations, NexAce Corp., ServiceLink Auction, ServiceLink Management Company, ServiceLink Services, ServiceLink Title Company of Oregon, ServiceLink Valuation Solutions, Western Title & Escrow Company

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

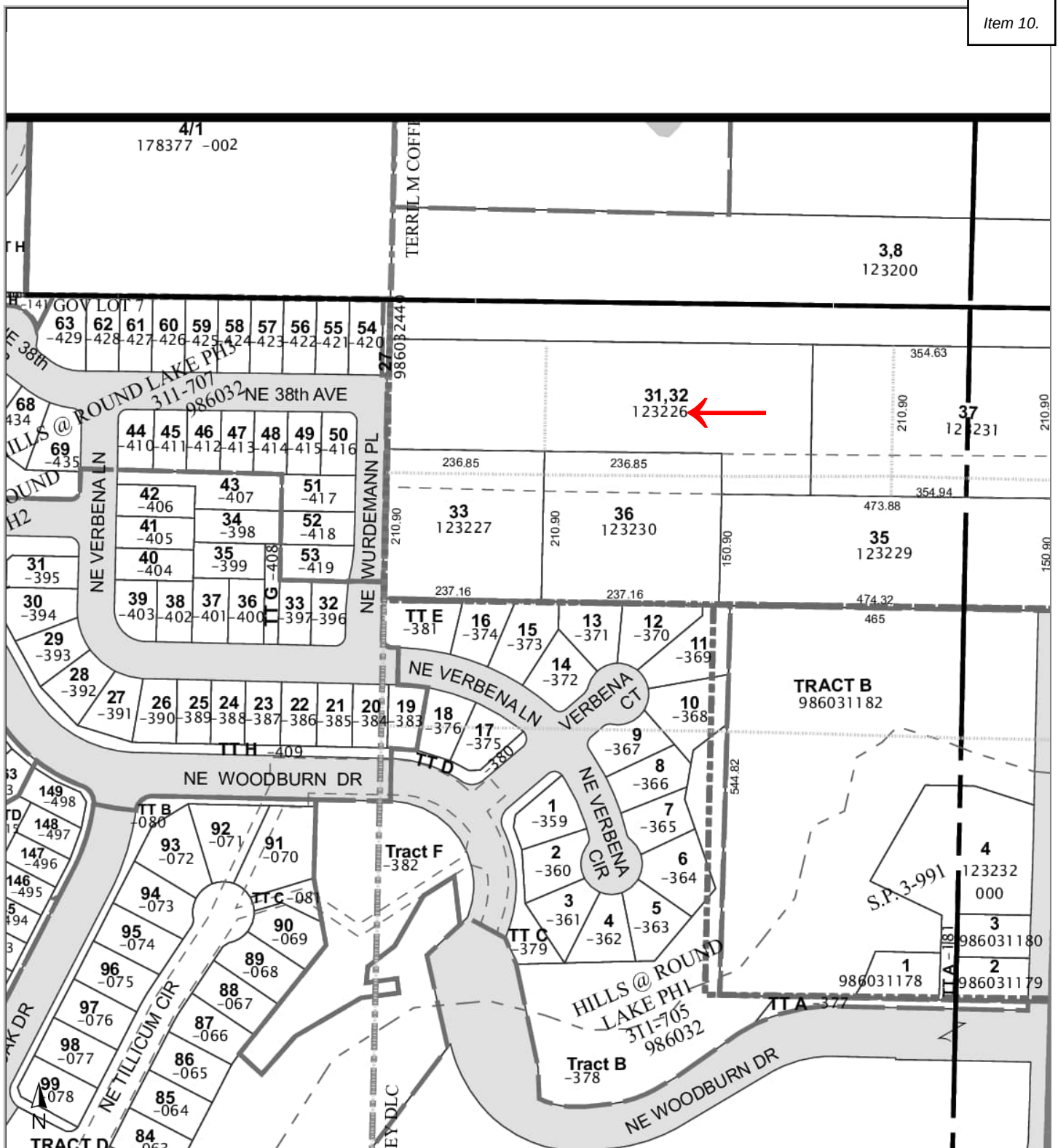
Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions or would like to correct your Personal Information, visit FNF's [Privacy Request](#) website or contact us by phone at (888) 714-2710, by email at privacy@fnf.com, or by mail to:

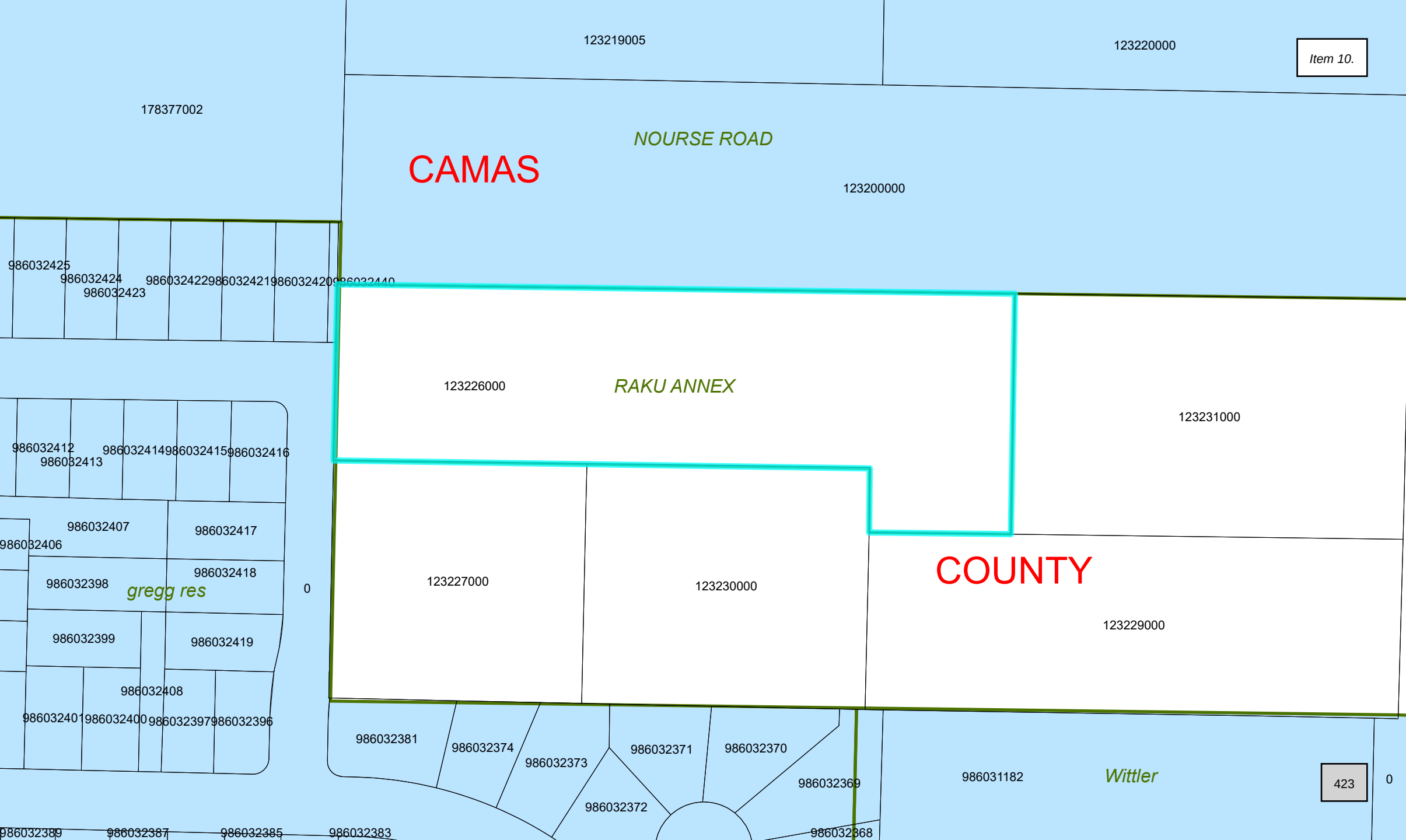
Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer



ParcelID: 123226000

2032 SE 283rd Ave, Camas WA 98607

This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.





**60% PETITION FOR ANNEXATION
INTO THE CITY OF CAMAS**

We the undersigned hereby petition the City of Camas to have our property as described below annexed to the City of Camas. We certify that we are the legal owners of such property and are aware that our signatures will be combined with the required signatures to represent at least sixty percent (60%) or more of the total value of all property within the area we are asking to be annexed.

A legal description will be required for the entire annexation area at time of formal petition submittal.

****The City Council requires assumption of existing city indebtedness by the area to be annexed****

Yes ✓ correct ✓ No _____

****The City Council requires the simultaneous adoption of a proposed comprehensive plan designation for the area to be annexed****

Yes ✓ correct ✓ No _____

WARNING: Every person who signs this petition with any other than his or her true name, or who knowingly signs more than one of these petitions, or signs a petition seeking an election when he or she is not a legal voter, or signs a petition when he or she is otherwise not qualified to sign, or who makes herein any false statement, shall be guilty of a misdemeanor.

PARCEL #	SIGN & PRINT NAME	ADDRESS	DATE SIGNED	OWNER	VOTER
123226-000	Yuri and Elena Raku <i>Yuri Raku</i> <i>Elena Raku</i>	2032 SE 283rd Ave, Camas, WA 98607	03-29.2026	Yuri raku	