City Council Workshop Agenda
Monday, July 20, 2026, 4:30 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/6052447

To participate in the meeting (able to public comment)
- go to https://cityofcamas-us.zoom.us/j/84310812974
(public comments may be submitted to publiccomments@cityofcamas.us)

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

WORKSHOP TOPICS

1. HSR Development Agreement and Master Plan
   Presenter: Robert Maul, Planning Manager
   Time Estimate: 15 minutes

2. City Recognition and Naming Policy
   Presenter: Alan Peters, Community Development Director
   Time Estimate: 20 minutes

3. Form of Government Town Hall Discussion
   Presenter: Doug Quinn, City Administrator
   Time Estimate: 45 minutes

4. Proclamation Discussion
   Presenter: Steve Hogan, Mayor and Tim Hein, Council Member
   Time Estimate: 15 minutes

5. Staff Miscellaneous Updates
   Presenter: Doug Quinn, City Administrator
   Time Estimate: 10 minutes

PUBLIC COMMENTS

COUNCIL COMMENTS AND REPORTS

CLOSE OF MEETING

Staff Report

July 20th, 2026, Council Workshop

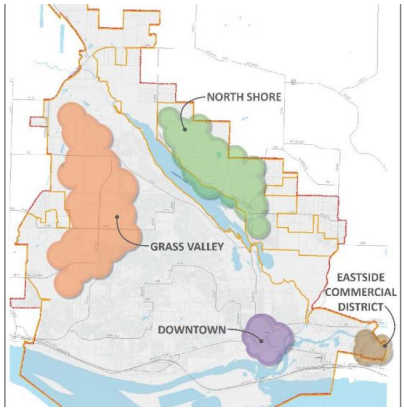
Workshop – HSR Development Agreement and Master Plan
Presenter: Robert Maul, Planning Manager
Time Estimate: 15 minutes

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 he 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.

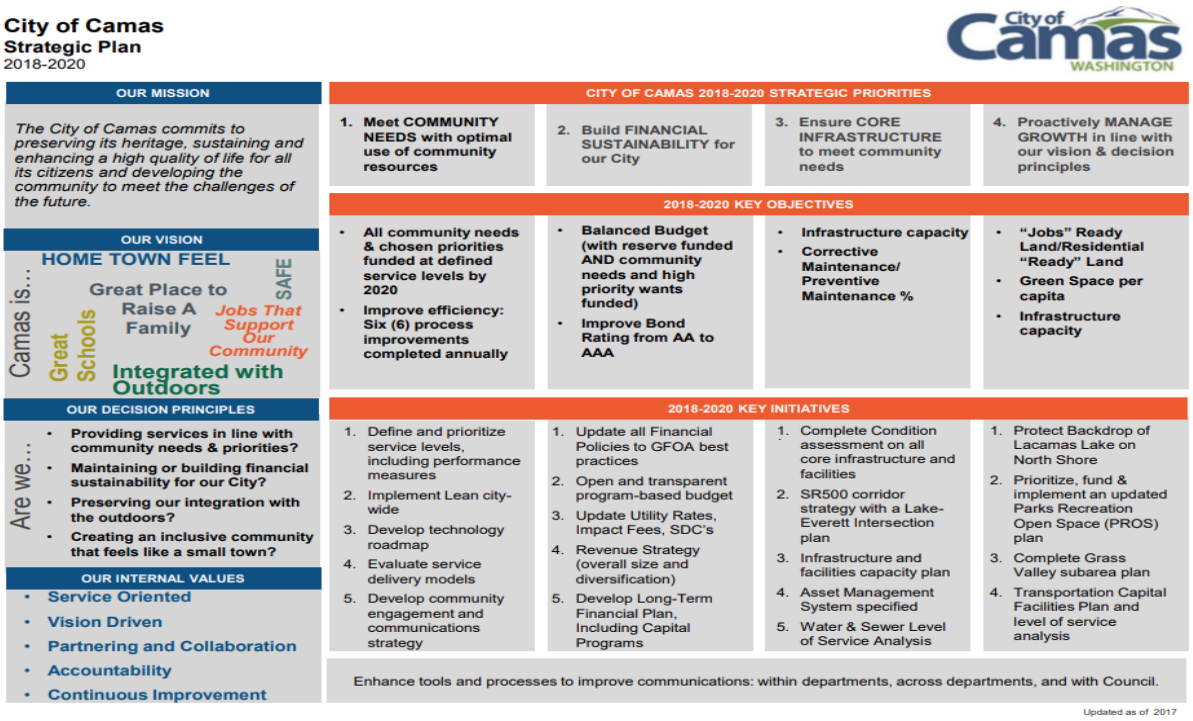
Aside from the standard recitals and terms of a DA, the following are the project specific elements within the DA:

- 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**



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: This is the second of two workshop meetings with the Camas City Council regarding a proposed development agreement (DA) with HSR capital. This is an introduction for the proposed project and master plan concept and staff is looking for council feedback.

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,

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.
stevem@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 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: _____



MASTER PLAN - OVERALL RENDERING

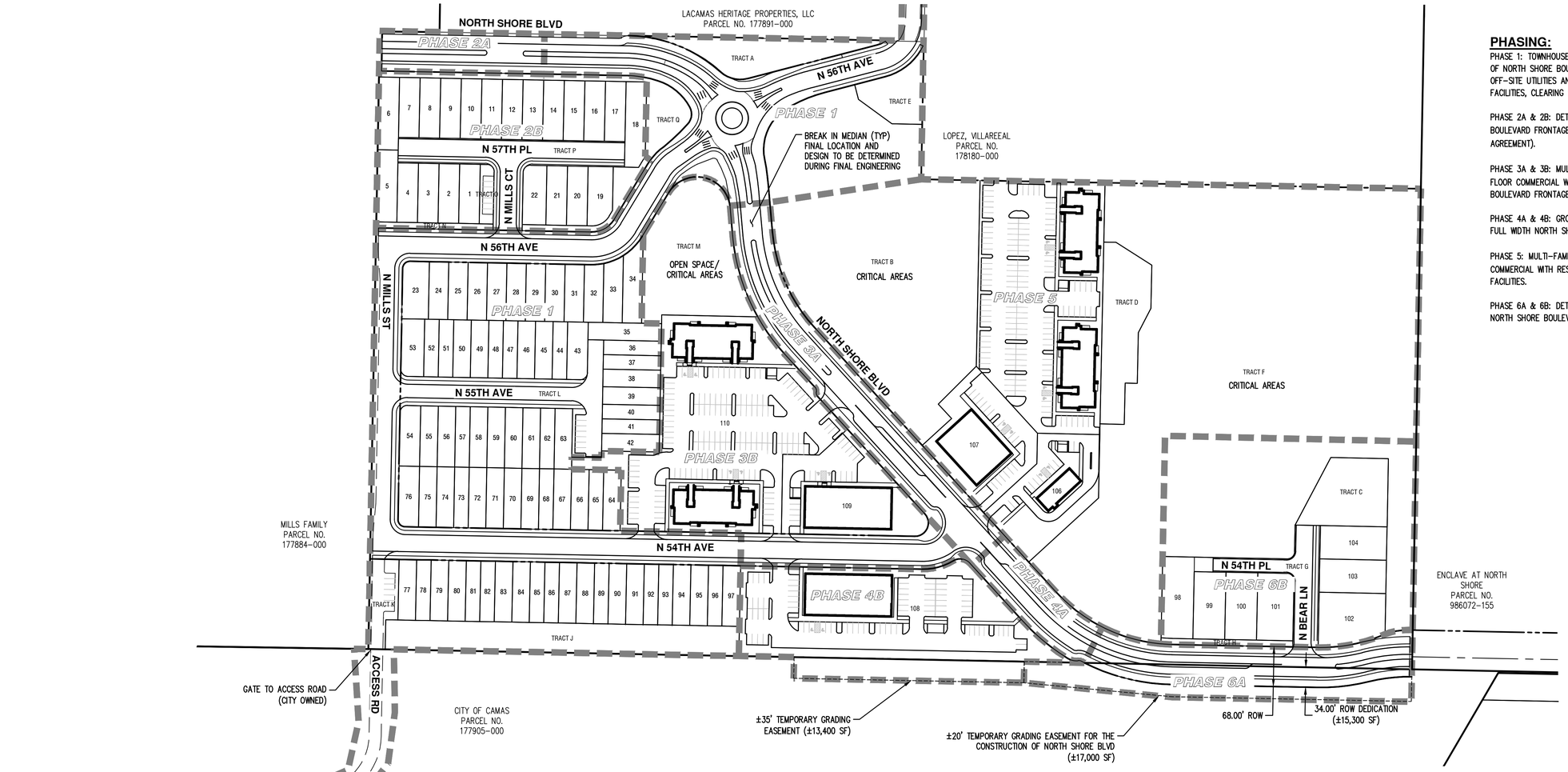
VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

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FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

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

MP-01



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:

1. PROJECT DENSITY SHALL BE CALCULATED ON A OVERALL PROJECT BASIS.
2. RESIDENTIAL DENSITY WILL BE ALLOWED IN THE C-NS ZONE ABOVE COMMERCIAL USES.
3. FOR CALCULATING TOTAL PROJECT DENSITY, THE DENSITY WITHIN EACH ZONE SHALL BE CALCULATED BASED ON THE FOLLOWING UNITS PER ACRE:
   - 3.1. LD-NS MINIMUM DENSITY IS 4 UNITS PER ACRE AND MAXIMUM DENSITY IS 5.8 UNITS PER ACRE
   - 3.2. HD-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 18 UNITS PER ACRE
   - 3.3. MX-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 24 UNITS PER ACRE
   - 3.4. C-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 24 UNITS PER ACRE
4. 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

N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 11" x 17"

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VANCOUVER, WA 98682
360.882.0419
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MASTER PLAN - DEVELOPMENT PLAN

VILLAGE AT NORTH SHORE

CAMAS, WASHINGTON

JOB NUMBER:	9095
DATE:	6/22/2026
DESIGNED BY:	AKS
DRAWN BY:	JTG
CHECKED BY:	BDH

MP-02

AKS DRAWING FILE: 9095 20260622 DA LAYOUT AND EASEMENT EXHIBIT.DWG | LAYOUT: C

NORTH SHORE BLVD ARTERIAL SECTIONS (SEE EXHIBIT B)

- SECTION 1 – (80' ROW, BY OTHERS)
- SECTION 2 – PARKING ONE SIDE (75' ROW)
- SECTION 3 – NO PARKING (68' ROW)
- SECTION 4 – STREAM CROSSING (110' ROW, BY OTHERS)

NORTH SHORE BLVD

LACAMAS LAKE ELEMENTARY SCHOOL PARCEL NO. 175724-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175747-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175733-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175726-000

FUTURE ROUNDABOUT LOCATION (PER OTHERS)

NORTH SHORE BLVD ARTERIAL ALIGNMENT

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175727-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175551-000

MANDEL, SPAETH PARCEL NO. 175531-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175530-000

NE 257TH AVENUE

NE 3RD STREET

CITY JURISDICTION

COUNTY JURISDICTION

NE 252ND AVENUE

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175259-000

NSB ROAD SECTION 3 MODIFIED TO ATTACHED SIDEWALK ADJACENT TO PARCEL 177891-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 177891-000

CITY OF CAMAS PARCEL NO. 177904-000

LOPEZ, VILLAREEAL PARCEL NO. 178180-000

NE 56TH AVE

FUTURE ROUNDABOUT LOCATION

MILLS FAMILY PARCEL NO. 177884-000

ENCLAVE AT NORTH SHORE PARCEL NO. 986072-155

N BENTON DRIVE

NORTHLAKE CHURCH PARCEL NO. 178222-000

SE EVERETT STREET (SR 500)

INTERSECTION CONSTRUCTED WITH ENCLAVE AT NORTH SHORE SHORT PLAT

PROPOSED GATE LOCATION (CITY OWNED)

CITY OF CAMAS PARCEL NO. 177905-000

FUTURE STREAM/WETLAND CROSSING

ANDERSON PARCEL NO. 178115-005

PROPOSED GATE LOCATION (CITY OWNED)

BOAT LAUNCH PARKING AREA

CITY OF CAMAS PARCEL NO. 177898-000

N BENTON DRIVE

SE LEADBETTER ROAD

SE 8TH STREET

FUTURE ROUNDABOUT LOCATION

OLIVER PARCEL NO. 178221-000

HSR CAMAS WOODS, PARCEL NO. 178159-000

N

SCALE: 1"= 250 FEET

250 0 50 125 250

ORIGINAL PAGE SIZE: 11" x 17"

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VANCOUVER, WA 98682
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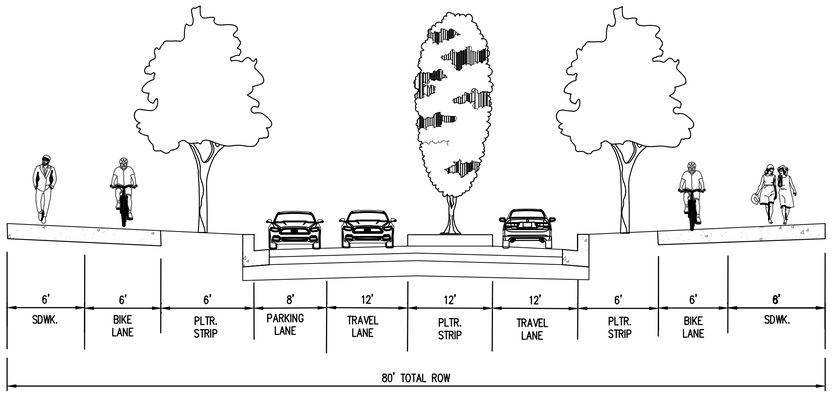
MASTER PLAN - ARTERIAL ROADWAY

VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

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

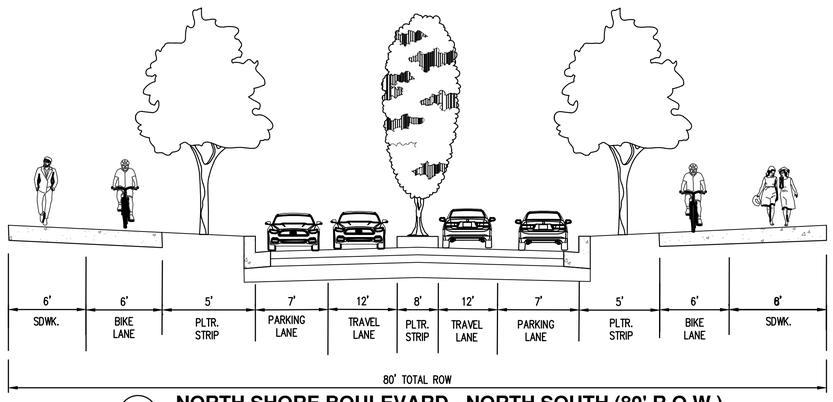
MP-03

AKS DRAWING FILE: 9095 20260224 NSB EXHIBITDWG | LAYOUT: A



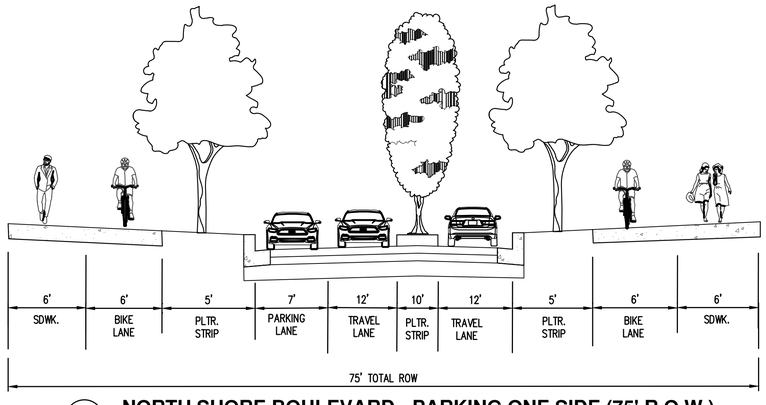
1A NORTH SHORE BOULEVARD - EAST WEST (80' R.O.W.)

ROAD SECTION BY OTHERS (SUNCAL D.A. AND/OR CITY OF CAMAS) Scale: N.T.S.



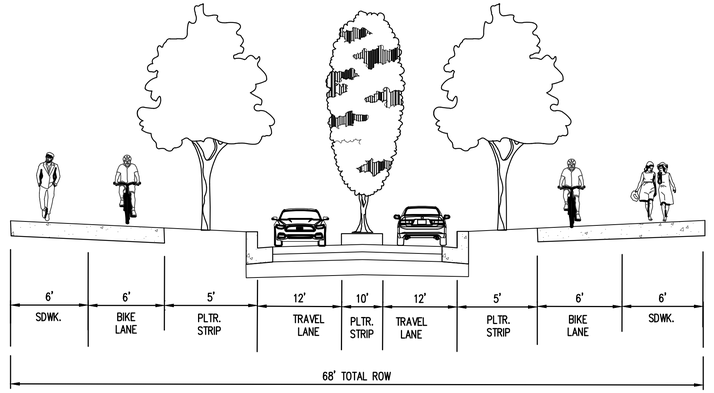
1B NORTH SHORE BOULEVARD - NORTH SOUTH (80' R.O.W.)

ROAD SECTION BY OTHERS (SUNCAL D.A. AND/OR CITY OF CAMAS) Scale: N.T.S.



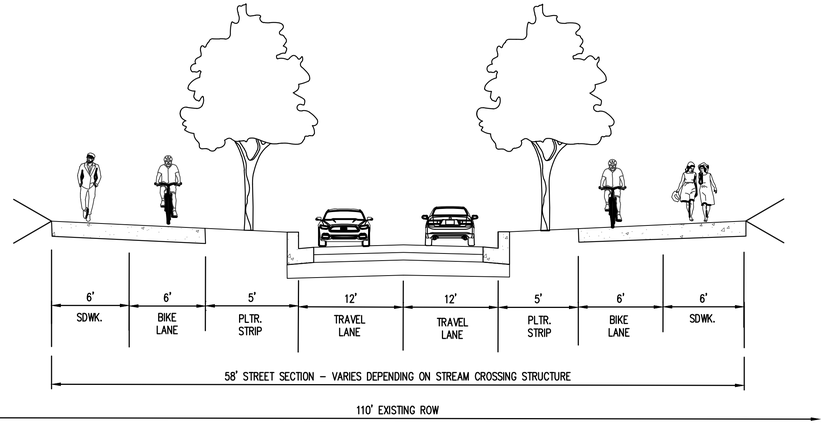
2 NORTH SHORE BOULEVARD - PARKING ONE SIDE (75' R.O.W.)

Scale: N.T.S.



3 NORTH SHORE BOULEVARD - NO PARKING (68' R.O.W.)

Scale: N.T.S.



4 NORTH SHORE BOULEVARD - STREAM CROSSING (110' R.O.W.)

ASSUMED ROAD SECTION FOR PLANNING PURPOSES ONLY. DESIGNED BY OTHERS (CITY OF CAMAS). Scale: N.T.S.

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VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

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FORESTRY · PLANNING/LANDSCAPE ARCHITECTURE

MASTER PLAN - STREET SECTIONS

VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

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

MP-04

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

EXHIBIT A-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

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.

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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 Merdian, 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 Merdian, 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 Merdian, 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 Merdian, 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



MASTER PLAN - OVERALL RENDERING

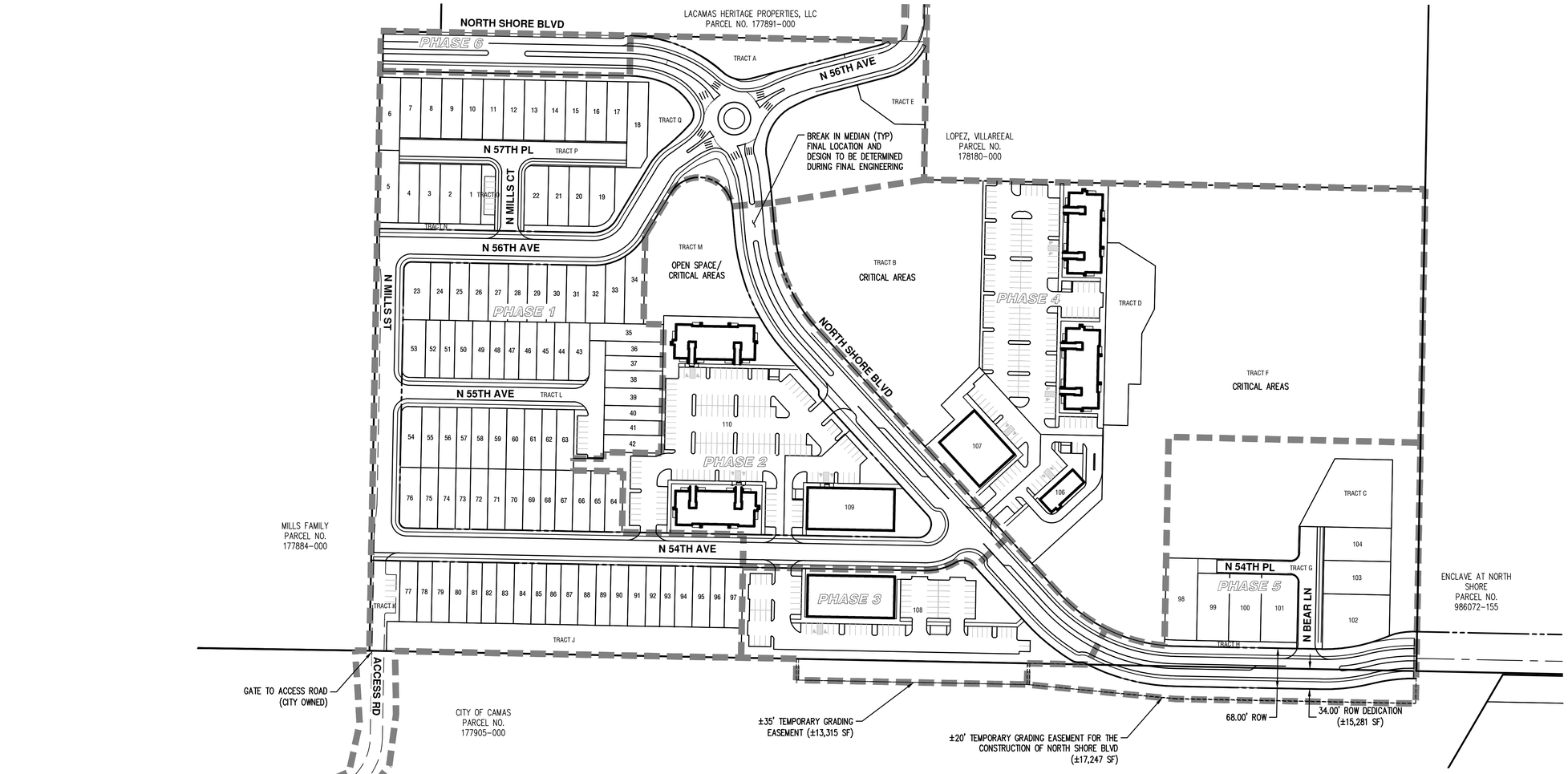
VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

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FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

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

MP-01



DENSITY NOTES:

1. PROJECT DENSITY SHALL BE CALCULATED ON A OVERALL PROJECT BASIS.
2. RESIDENTIAL DENSITY WILL BE ALLOWED IN THE C-NS ZONE ABOVE COMMERCIAL USES.
3. FOR CALCULATING TOTAL PROJECT DENSITY, THE DENSITY WITHIN EACH ZONE SHALL BE CALCULATED BASED ON THE FOLLOWING UNITS PER ACRE:
   - 3.1. LD-NS MINIMUM DENSITY IS 4 UNITS PER ACRE AND MAXIMUM DENSITY IS 5.8 UNITS PER ACRE
   - 3.2. HD-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 18 UNITS PER ACRE
   - 3.3. MX-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 24 UNITS PER ACRE
   - 3.4. C-NS MINIMUM DENSITY IS 10 UNITS PER ACRE AND MAXIMUM DENSITY IS 24 UNITS PER ACRE
4. 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

N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 11" x 17"

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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:	BDH

MP-02

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

NORTH SHORE BLVD ARTERIAL SECTIONS (SEE EXHIBIT B)

- SECTION 1 – (80' ROW, BY OTHERS)
- SECTION 2 – PARKING ONE SIDE (75' ROW)
- SECTION 3 – NO PARKING (68' ROW)
- SECTION 4 – STREAM CROSSING (110' ROW, BY OTHERS)

NORTH SHORE BLVD

LACAMAS LAKE ELEMENTARY SCHOOL PARCEL NO. 175724-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175747-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175733-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175726-000

FUTURE ROUNDABOUT LOCATION (PER OTHERS)

NORTH SHORE BLVD ARTERIAL ALIGNMENT

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175727-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175551-000

MANDEL, SPAETH PARCEL NO. 175531-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175530-000

NE 257TH AVENUE

NE 3RD STREET

CITY JURISDICTION

COUNTY JURISDICTION

NE 252ND AVENUE

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 175259-000

NSB ROAD SECTION 3 MODIFIED TO ATTACHED SIDEWALK ADJACENT TO PARCEL 177891-000

CITY OF CAMAS PARCEL NO. 177904-000

LACAMAS HERITAGE PROPERTIES, LLC PARCEL NO. 177891-000

LOPEZ, VILLAREEAL PARCEL NO. 178180-000

NE 56TH AVE

FUTURE ROUNDABOUT LOCATION

MILLS FAMILY PARCEL NO. 177884-000

ENCLAVE AT NORTH SHORE PARCEL NO. 986072-155

N BENTON DRIVE

NORTHLAKE CHURCH PARCEL NO. 178222-000

SE EVERETT STREET (SR 500)

INTERSECTION CONSTRUCTED WITH ENCLAVE AT NORTH SHORE SHORT PLAT

PROPOSED GATE LOCATION (CITY OWNED)

CITY OF CAMAS PARCEL NO. 177905-000

FUTURE STREAM/WETLAND CROSSING

ANDERSON PARCEL NO. 178115-005

PROPOSED GATE LOCATION (CITY OWNED)

BOAT LAUNCH PARKING AREA

CITY OF CAMAS PARCEL NO. 177898-000

N BENTON DRIVE

SE LEADBETTER ROAD

SE 8TH STREET

FUTURE ROUNDABOUT LOCATION

OLIVER PARCEL NO. 178221-000

HSR CAMAS WOODS, PARCEL NO. 178159-000

N

SCALE: 1"= 250 FEET

250 0 50 125 250

ORIGINAL PAGE SIZE: 11" x 17"

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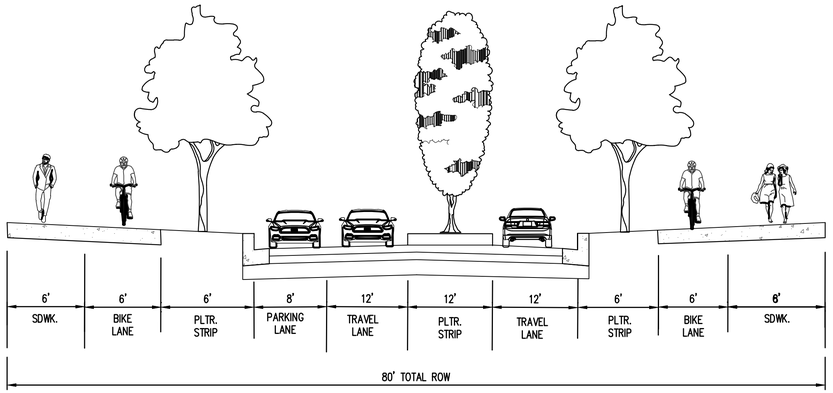
MASTER PLAN - ARTERIAL ROADWAY

VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

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

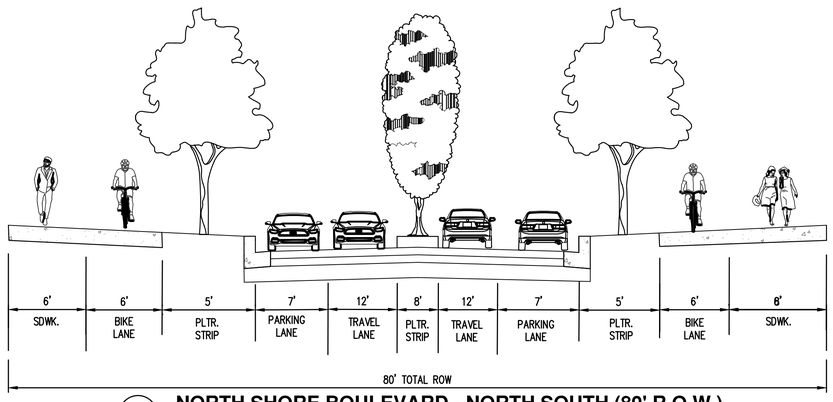
MP-03

AKS DRAWING FILE: 9095 20260224 NSB EXHIBITDWG | LAYOUT: A



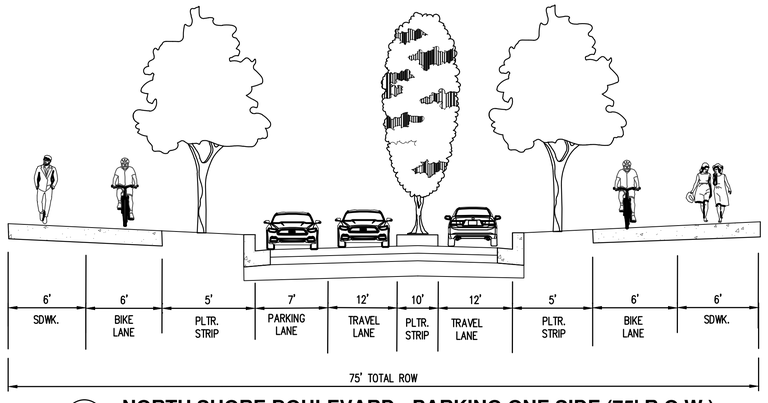
1A NORTH SHORE BOULEVARD - EAST WEST (80' R.O.W.)

ROAD SECTION BY OTHERS (SUNCAL D.A. AND/OR CITY OF CAMAS) Scale: N.T.S.



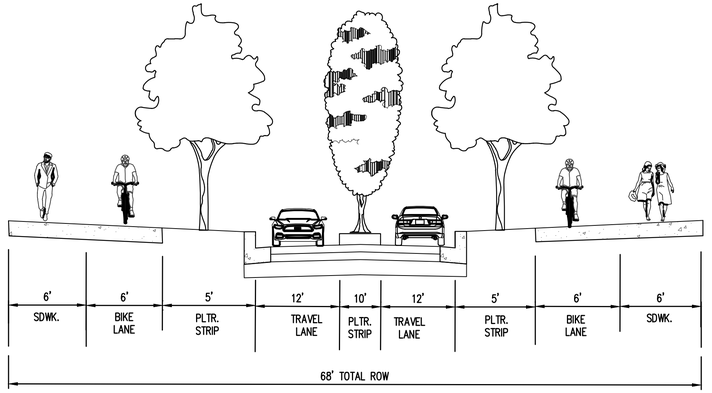
1B NORTH SHORE BOULEVARD - NORTH SOUTH (80' R.O.W.)

ROAD SECTION BY OTHERS (SUNCAL D.A. AND/OR CITY OF CAMAS) Scale: N.T.S.



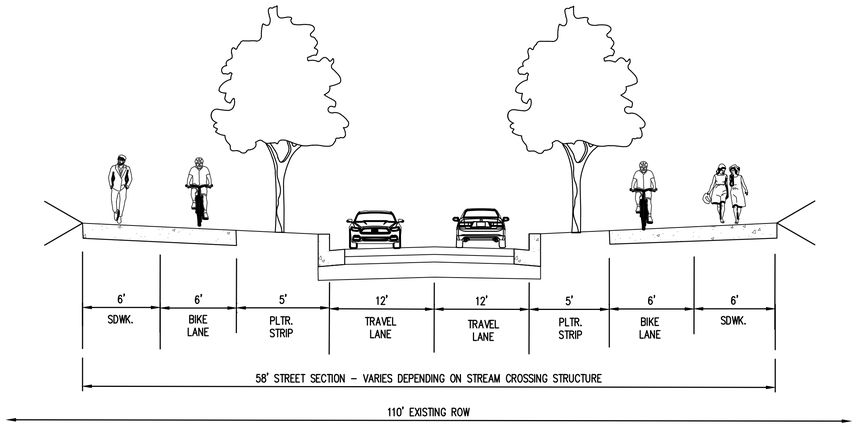
2 NORTH SHORE BOULEVARD - PARKING ONE SIDE (75' R.O.W.)

Scale: N.T.S.



3 NORTH SHORE BOULEVARD - NO PARKING (68' R.O.W.)

Scale: N.T.S.



4 NORTH SHORE BOULEVARD - STREAM CROSSING (110' R.O.W.)

ASSUMED ROAD SECTION FOR PLANNING PURPOSES ONLY. DESIGNED BY OTHERS (CITY OF CAMAS). Scale: N.T.S.

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MASTER PLAN - STREET SECTIONS

VILLAGE AT NORTH SHORE
CAMAS, WASHINGTON

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

MP-04

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

EXHIBIT D

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;

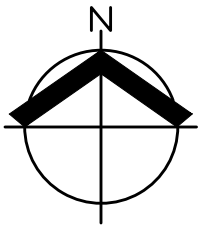
thence North 01°08’52” East 35.00 feet to the **POINT OF BEGINNING.**

Contains 16,996 square feet (0.39 acres) more or less.



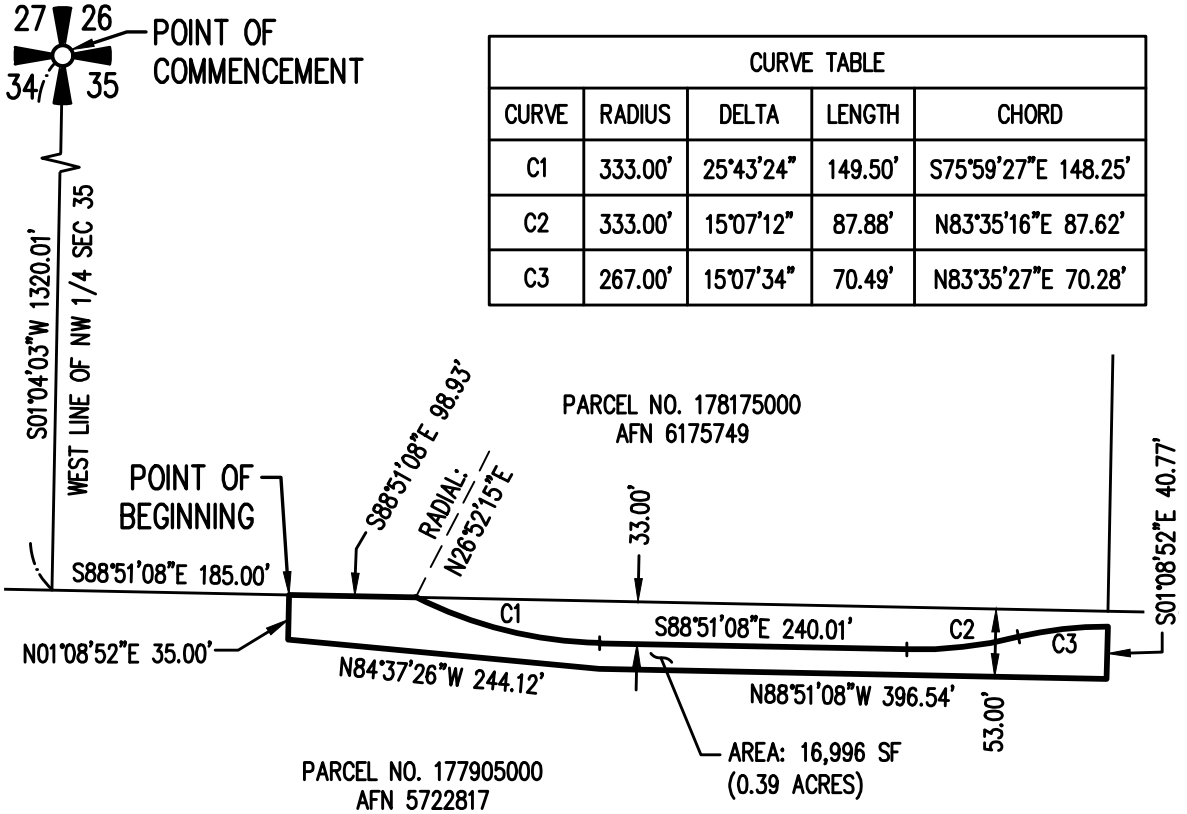
EXHIBIT D

LOCATED IN THE NW 1/4 OF SECTION 35,
T2N R3E W.M., CITY OF CAMAS,
CLARK COUNTY, WASHINGTON



SCALE: 1"=150 FEET

150 0 30 75 150



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'

LEGEND

AFN	AUDITOR'S FILE NUMBER
SF	SQUARE FEET

JAMES O. HANNON
STATE OF WASHINGTON
54200
REGISTERED
PROFESSIONAL LAND SURVEYOR

DRAFT

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

AKS

EXHIBIT E

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;

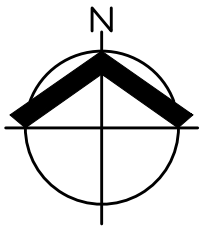
thence along the south line of said parcel South 88°55’17” East 195.00 feet to the **POINT OF BEGINNING.**

Contains 13,322 square feet (0.31 acres) more or less.



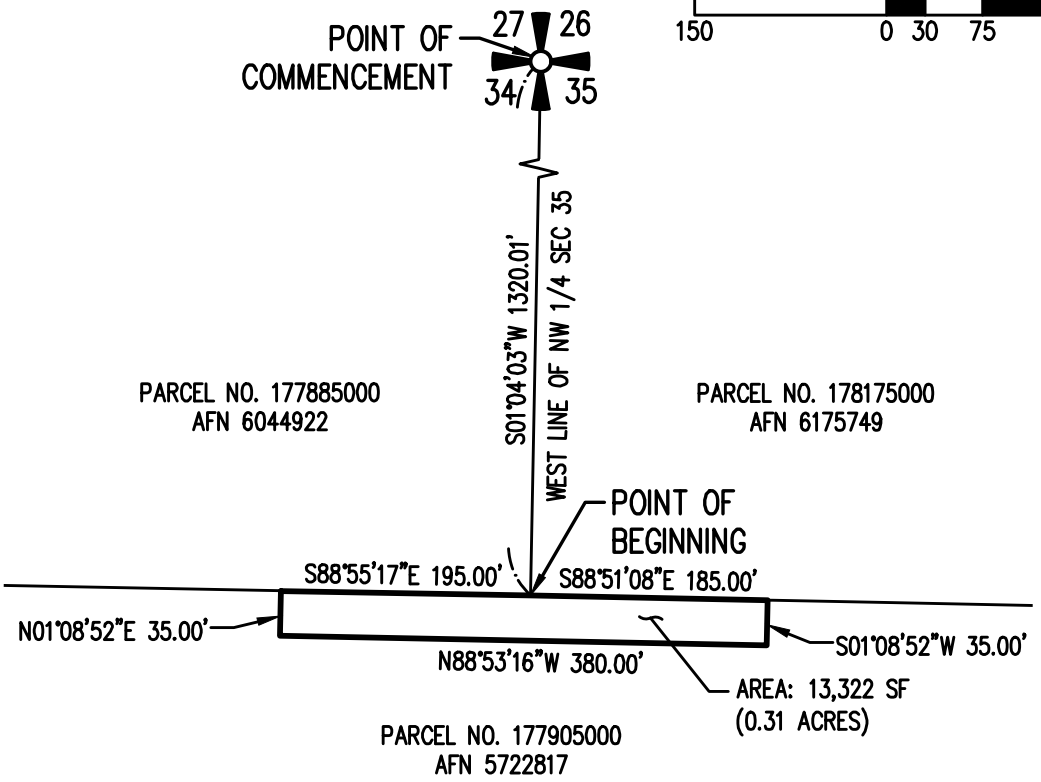
EXHIBIT E

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

150 0 30 75 150



JAMES O. HANNON
STATE OF WASHINGTON
54200
REGISTERED
PROFESSIONAL LAND SURVEYOR

DRAFT

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

AKS

EXHIBIT F

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);

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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°37’17” West 30.09 feet;

thence leaving said north right-of-way line North 01°00’56” East 146.67 feet;

thence along a curve to the right with a Radius of 115.00 feet, a Delta of 23°20’10”, a Length of 46.84 feet, and a Chord of North 12°41’01” East 46.52 feet;

thence North 24°21’07” East 98.27 feet to a point on the most westerly north line of Auditor’s File Number 5570688;

thence North 24°21’07” East 60.86 feet;

thence along a curve to the right with a Radius of 115.00 feet, a Delta of 25°55’53”, a Length of 52.05 feet, and a Chord of North 37°19’03” East 51.60 feet;

thence North 50°17’00” East 129.50 feet;

thence along a curve to the right with a Radius of 115.00 feet, a Delta of 20°46’12”, a Length of 41.69 feet, and a Chord of North 60°40’06” East 41.46 feet;

thence North 71°03’12” East 138.58 feet;

thence along a curve to the left with a Radius of 85.00 feet, a Delta of 69°58’29”, a Length of 103.81 feet, and a Chord of North 36°03’57” East 97.48 feet;

thence North 01°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°55’17” East 30.00 feet to the **POINT OF BEGINNING**.

Contains 28,874 square feet (0.66 acres) more or less.

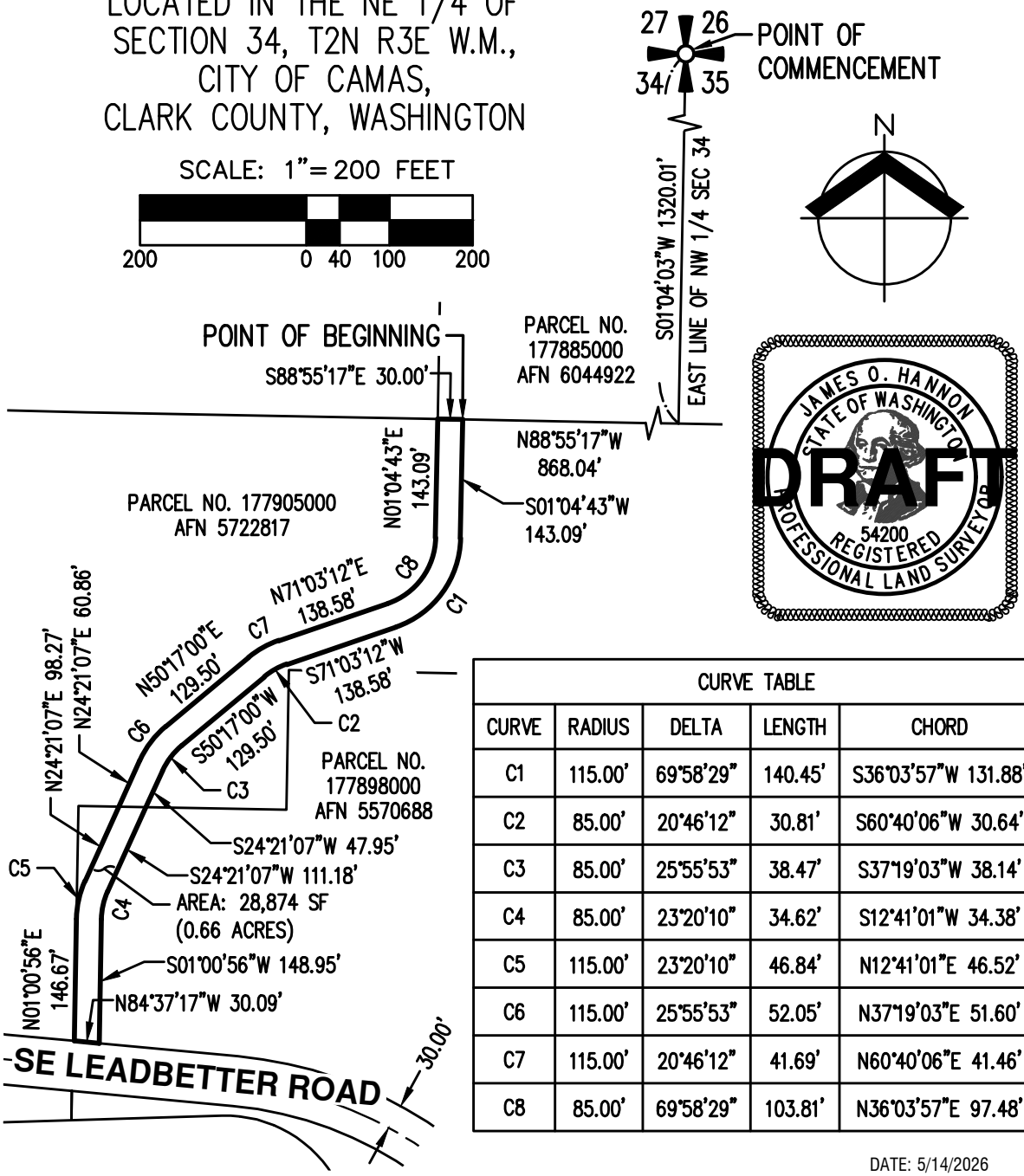


EXHIBIT F

LOCATED IN THE NE 1/4 OF SECTION 34, T2N R3E W.M., CITY OF CAMAS, CLARK COUNTY, WASHINGTON

SCALE: 1"= 200 FEET

200 0 40 100 200



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'

JAMES O. HANNON STATE OF WASHINGTON 54200 REGISTERED PROFESSIONAL LAND SURVEYOR

DRAFT

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

EXHIBIT G

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;

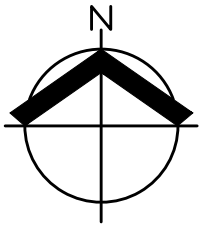
thence along a curve to the right with a Radius of 333.00 feet, a Delta of 25°43’24”, a Length of 149.50 feet, and a Chord of North 75°59’27” West 148.25 feet to the **POINT OF BEGINNING**.

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



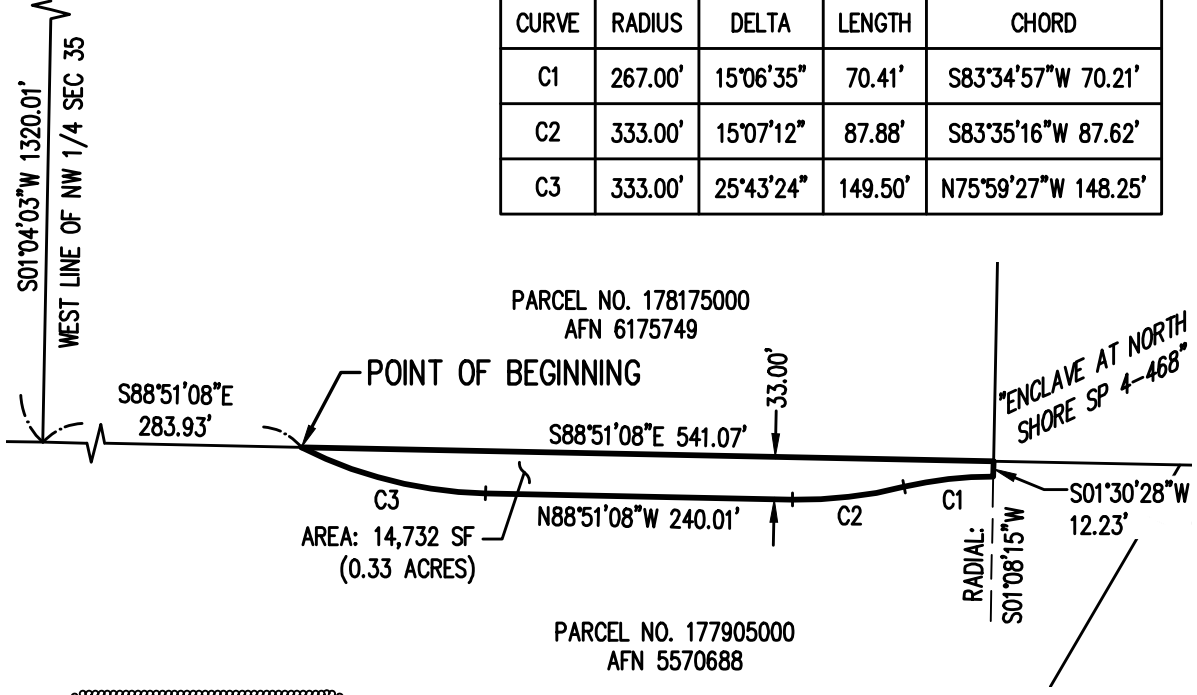
SCALE: 1"=150 FEET





POINT OF COMMENCEMENT

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'



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

6. Transportation Impact Study

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

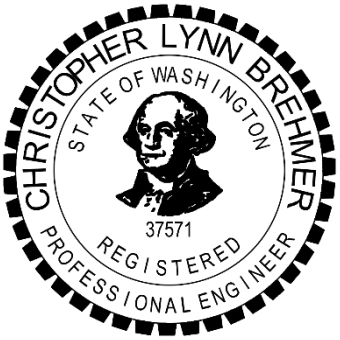
TRANSPORTATION IMPACT STUDY

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

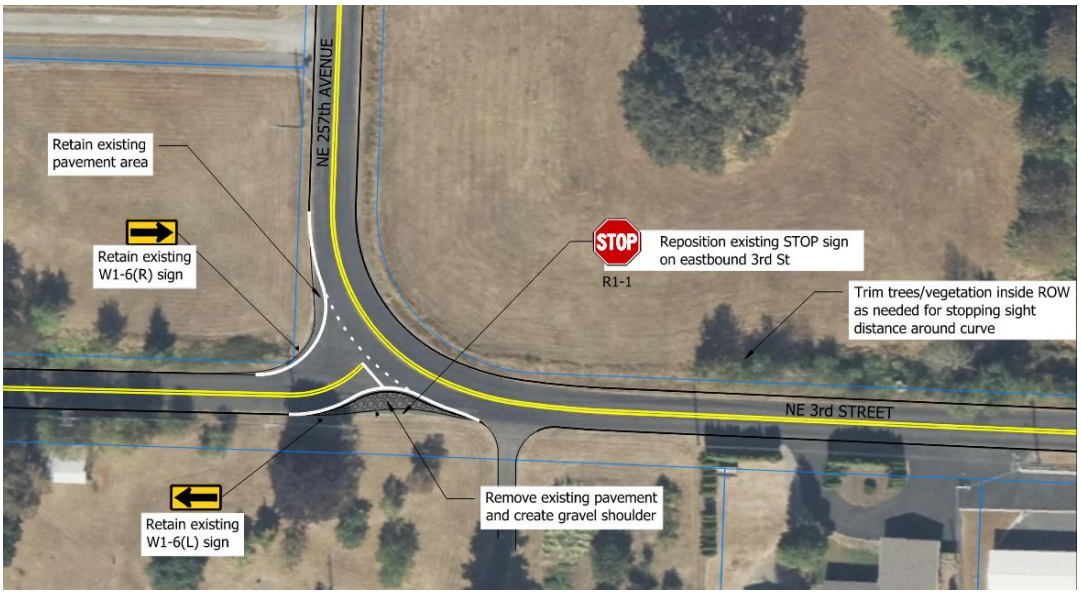


2025.06.30
07:42:06-07'00'

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.

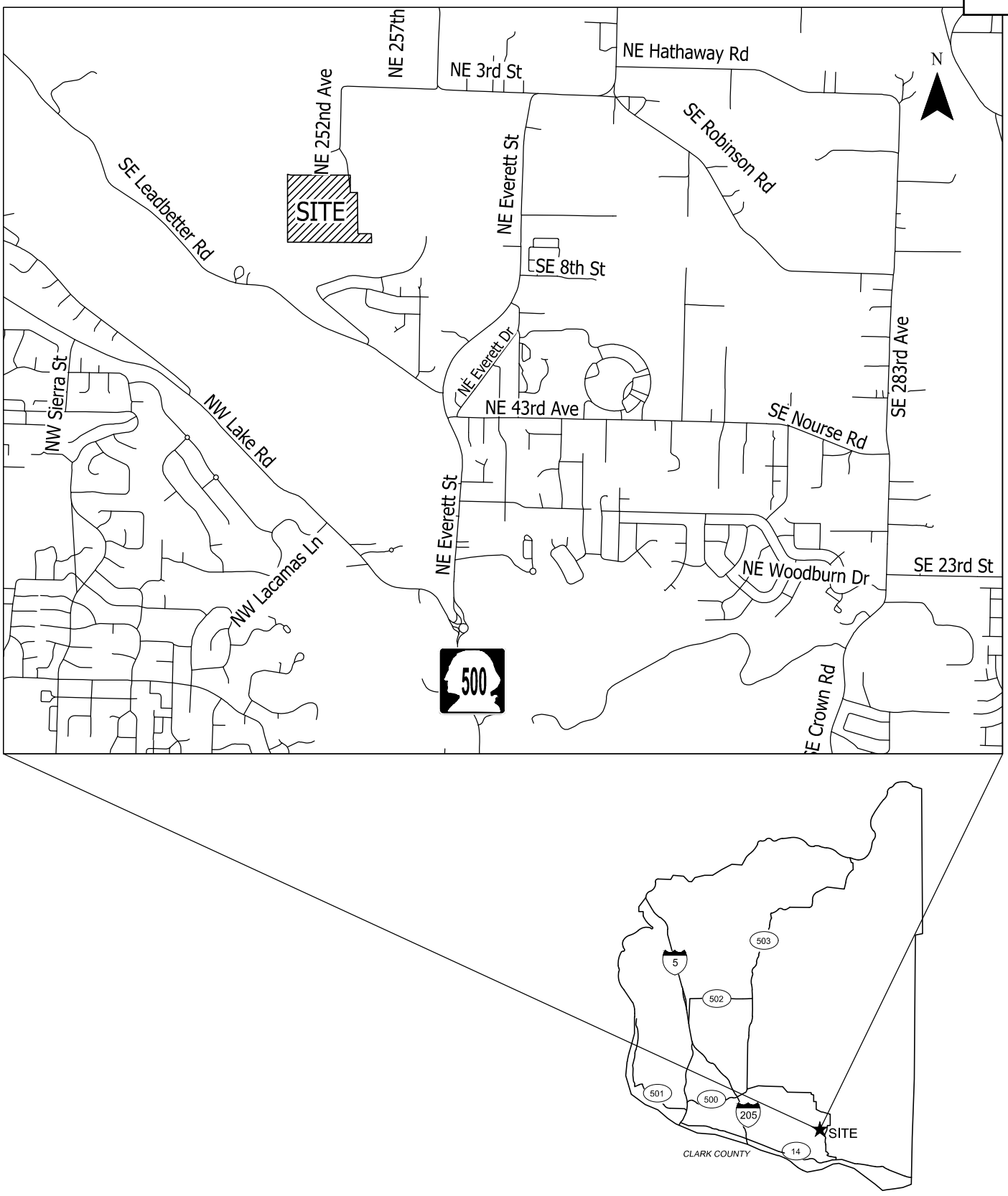
The details of the study methodology, findings, and recommendations are summarized herein.

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 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:\31\31552 - Village at North Shore\report\figs\31552_Figures.dwg Jun 24, 2025 - 4:00pm - sbanerjee Layout Tab: Fig1 Site Vicinity Map

PHASE 1: 34 DETACHED SFR LOTS (LOTS 1–34)
61 TOWNHOME LOTS (LOTS 35–95)
PHASE 2: 64 APARTMENT UNITS
±10,000 SF COMMERCIAL
PHASE 3: 16 APARTMENT UNITS
±10,000 SF COMMERCIAL
PHASE 4: 60 APARTMENT UNITS
±8,000 SF COMMERCIAL
±2,250 SF COMMERCIAL
PHASE 5: 7 DETACHED SFR LOTS (LOTS 96–102)

TRACT A OPEN SPACE
TRACT S OPEN SPACE
N 57TH AVE
POND A
SE 252ND AVENUE
FUTURE ROUNDABOUT
TRACT R PRIVATE STREET
PRIVATE B
TRACT T OPEN SPACE
TRACT Q PRIVATE DRIVE
TRACT P OPEN SPACE
PRIVATE A
TRACT U OPEN SPACE
N 56TH AVE
TRACT O NATURAL AREA
TRACT B NATURAL AREA
TRACT C MIXED-USE
POND B
PHASE 1
PHASE 4
TRACT F NATURAL AREA
N 55TH AVE
NORTH SHORE BLVD
N MILLS ST
TRACT M MIXED-USE
TRACT N PRIVATE STREET
PHASE 2
TRACT D MIXED-USE
TRACT L MIXED-USE
TRACT E MIXED-USE
POND C
N 54TH AVE
PRIVATE D
PHASE 5
TRACT G PRIVATE STREET
PRIVATE C
TRACT K ACCESS
PHASE 3
TRACT I MIXED-USE
TRACT H OPEN SPACE
TRACT J OPEN SPACE

SCALE: 1" = 60 FEET
ORIGINAL PAGE SIZE: 22" x 34"
NOT TO SCALE

AKS ENGINEERING & FORESTRY, LLC
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ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

PRELIMINARY SITE PLAN
VILLAGES AT NORTH SHORE
HSR
CAMAS WASHINGTON

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

EX-A

AKS DRAWING FILE: 9095 20250619 LAYOUTS-MAZ.DWG | LAYOUT: EX-A

H:\31\31552 - Village at North Shore\report\figs\31552_Figures.dwg Jun 24, 2025 - 4:06pm - sbanerjee Layout Tab: Fig2 Proposed Site Plan

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 232nd Ave/NE 28th St	TWSC
2	SR 500/NE 28th St	TWSC
3	SR 500/NE 249th Ave	TWSC
4	NE 249th Ave/NE 14th St	TWSC
5	NE 257th Ave/NE 3rd St	TWSC
6	SR 500/NE 3rd St	TWSC (Future Roundabout)
7	SR 500/NE Everett Dr	TWSC (Future Roundabout)
8	SR 500/SE Leadbetter Rd	TWSC
9	SR 500/NE 43rd Ave	Signalized
10	SR 500/NW Lake Rd	Roundabout
11	SR 500/NE 17th Ave	TWSC
12	SR 500/NE 15th Ave	TWSC
13	SR 500/NE 14th Ave	TWSC
14	Division St/NW 6th 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 283rd Ave/SE 23rd 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 roadways 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 12[2]. 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 232nd Ave/NE 28th St	TWSC	Clark County	Rural Major Collector	LOS E
2	SR 500/NE 28th St	TWSC	RTC[1]	Rural non-HSS	LOS C
3	SR 500/NE 249th Ave	TWSC	RTC[1]	Rural non- HSS	LOS C
4	NE 249th Ave/NE 14th St	TWSC	Clark County	Minor Road	LOS E[2]
5	NE 257th Ave/NE 3rd St	TWSC	Clark County	Minor Road	LOS E[2]
6	SR 500/SE 3rd 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 43rd 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 17th Ave	TWSC	RTC[1]	Urban non-HSS	LOS E
12	SR 500/NE 15th Ave	TWSC	RTC[1]	Urban non-HSS	LOS E
13	SR 500/NE 14th Ave	TWSC	RTC[1]	Urban non-HSS	LOS E
14	Division St/NW 6th 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 283rd Ave/SE 23rd St	TWSC	Clark County	Urban Collector	LOS E

TWSC = Two-way Stop Control

[1]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.

[2]The 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 232nd 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 249th Avenue	Clark County	Minor Road	2-lane	40 mph	No	No
NE 14th Street	Clark County	Minor Road	2-lane	40 mph	No	No
NE 3rd Street	Clark County	Minor Road	2-lane	40 mph	No	No
NE 257th Avenue	Clark County	Minor Road	2-lane	40 mph	No	No
SE Leadbetter Road	City	Local[5]	2-lane	40 mph	No	No

[1]Clark County Arterial Atlas (References 5 and 6)
[2]WSDOT Functional Classification (Reference 7)
[3]North 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.
[4]Along 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*)*.

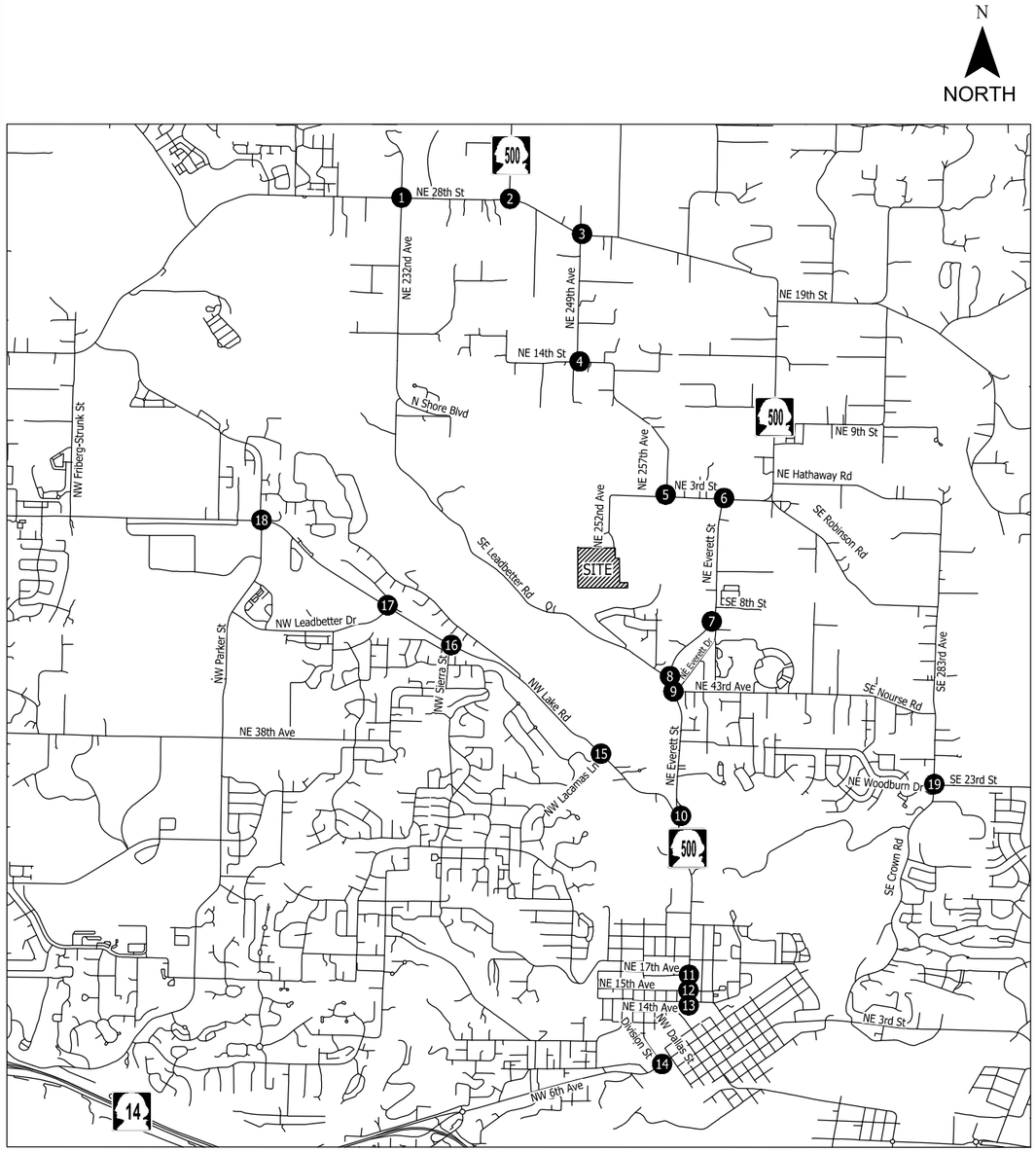
Facilities for Non-Motorized Users

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.

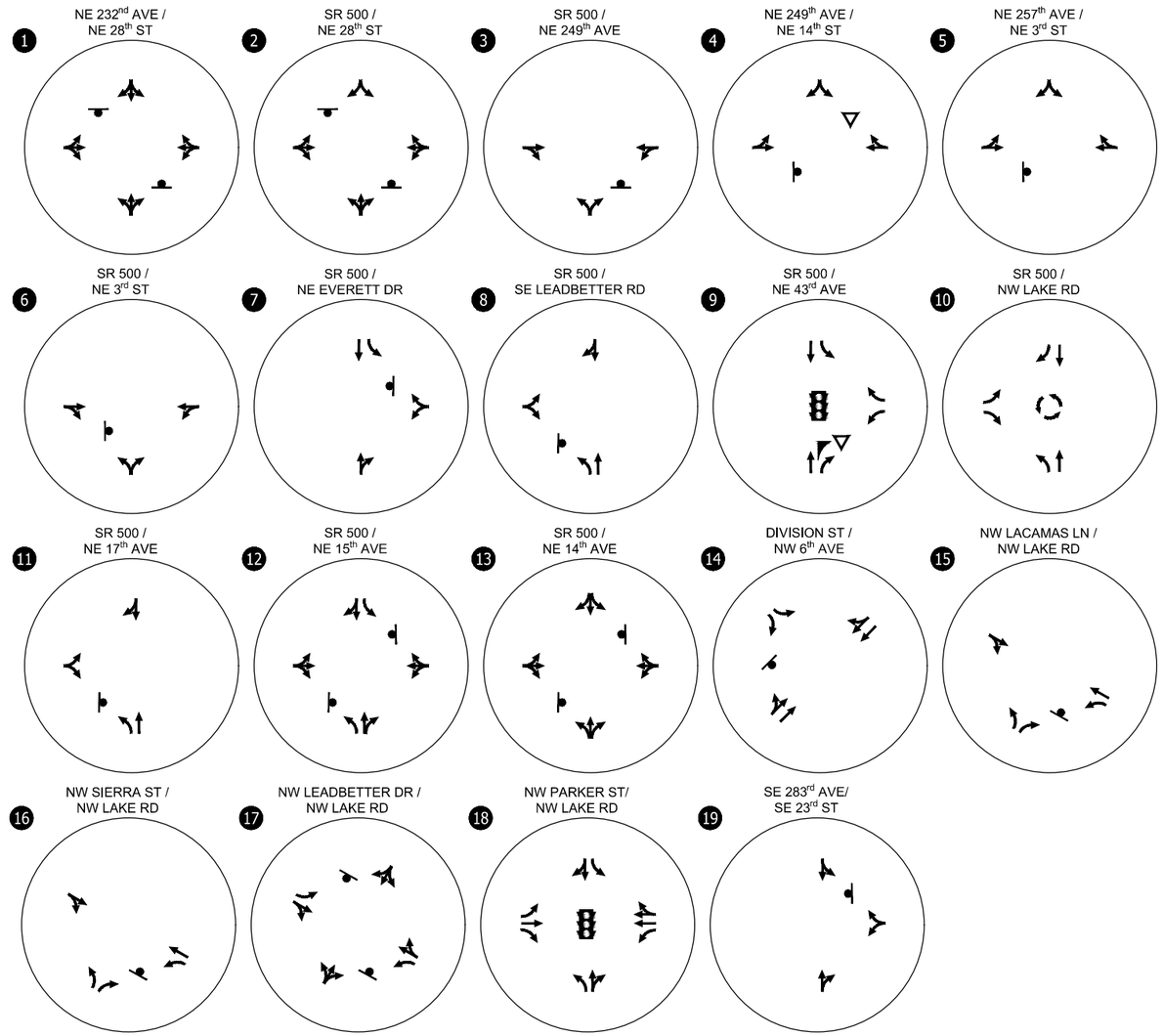
Transit Facilities

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.



KEY MAP



- SITE
- # - STUDY INTERSECTION
- TRAFFIC SIGNAL
- STOP SIGN
- YIELD SIGN
- ROUNDABOUT

Existing Lane Configurations & Traffic Control Devices
Camas, Washington

Figure 3

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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 232nd Ave/NE 28th St	County	1	1	3	-	-	2	1	-	6	2	-	**8**	0.71
2	SR 500/NE 28th St	WSDOT	-	1	2	-	-	-	-	-	3	-	-	**3**	0.24
3	SR 500/NE 249th Ave	WSDOT	-	1	-	-	-	2	-	-	2	1	-	**3**	0.27
4	NE 249th Ave/NE 14th St	County	-	-	-	-	-	-	-	-	-	-	-	**0**	0.00
5	NE 257th Ave/NE 3rd St	County	-	-	-	-	-	-	-	-	-	-	-	**0**	0.00
6	SR 500/SE 3rd 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 43rd 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 17th Ave	WSDOT	-	-	-	-	-	-	-	-	-	-	-	**0**	0.00
12	SR 500/NE 15th Ave	WSDOT	-	1	1	-	-	-	-	-	1	1	-	**2**	0.11
13	SR 500/NE 14th Ave	WSDOT	1	1	1	-	-	1	-	-	4	-	-	**4**	0.27
14	Division St/NW 6th 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 283rd Ave/SE 23rd 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.

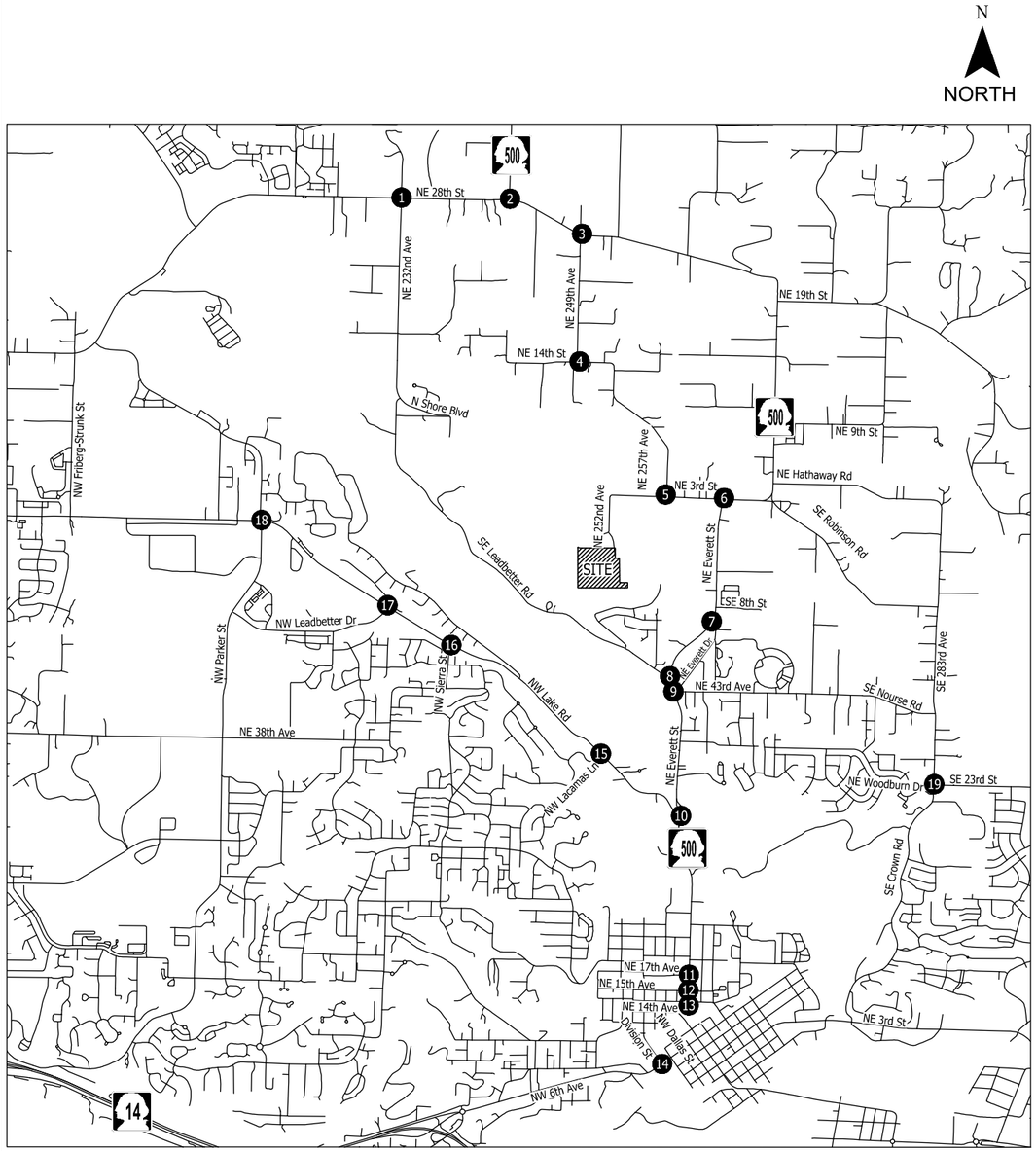
NW Sierra Street/NW Lake Road (Intersection #16)

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.

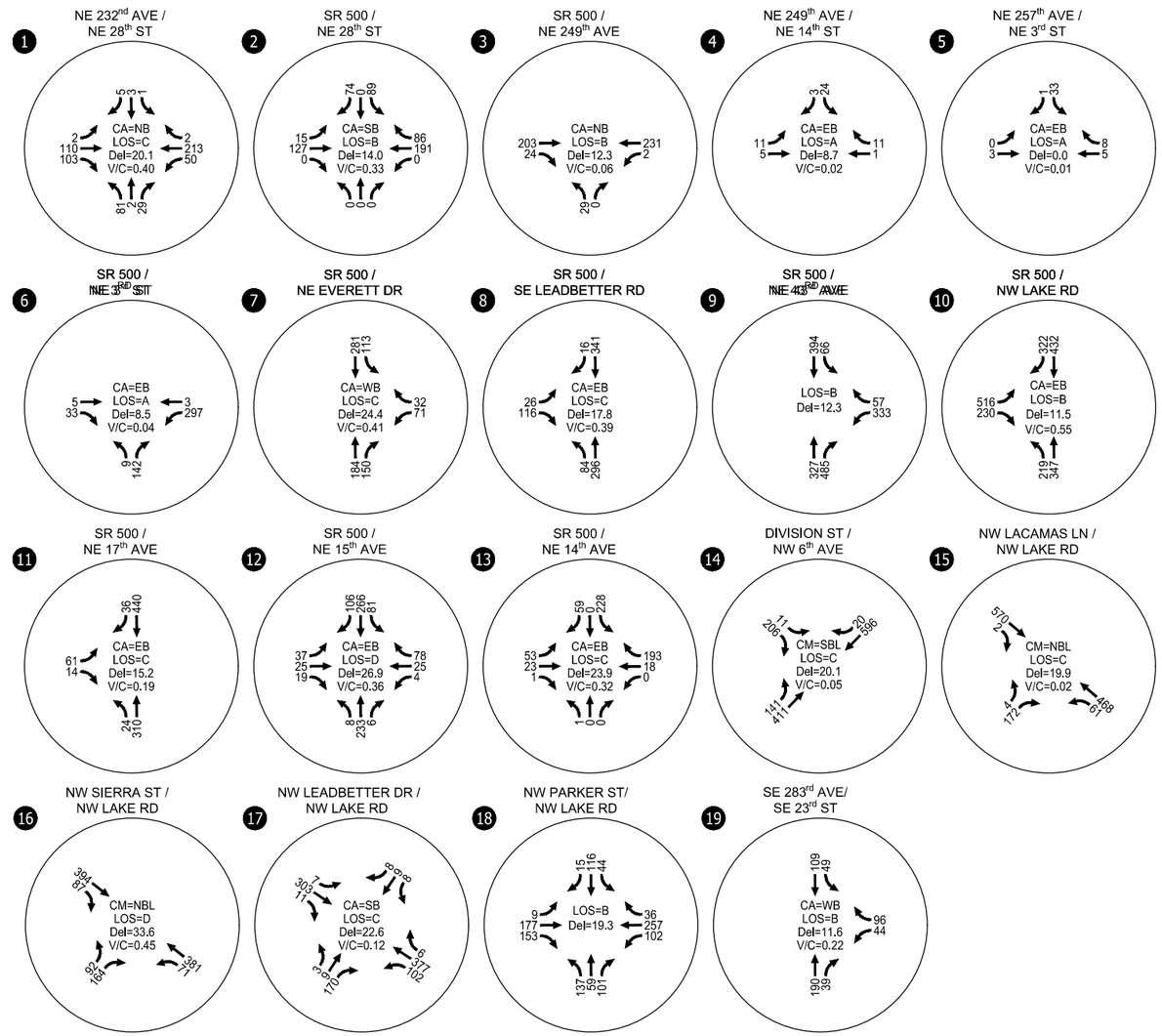
Other Observations

While the respective agency standards/targets are satisfied, field observations identified notable delay and queueing on SR 500 near Everrett 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.



KEY MAP



- 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

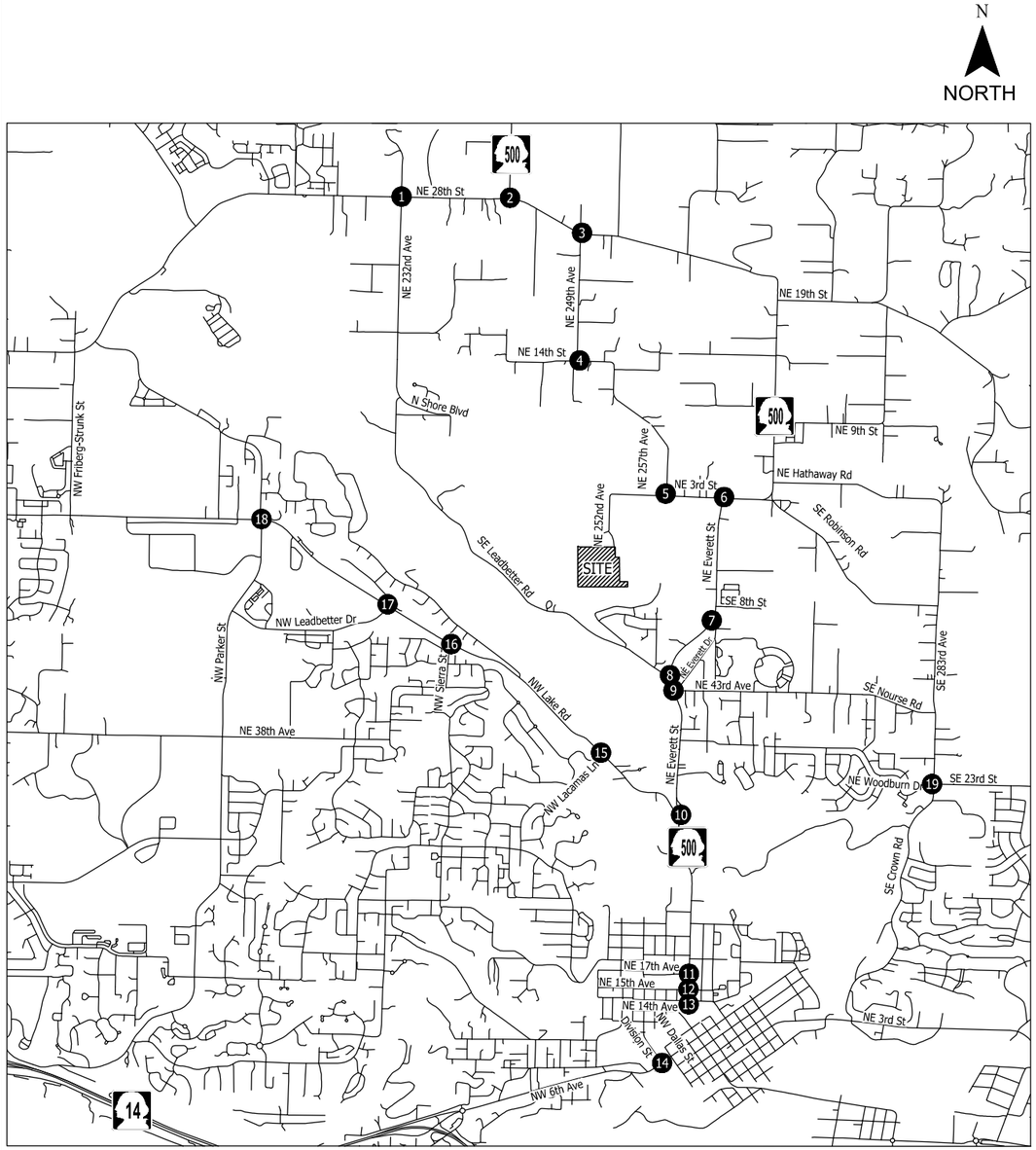
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL

2025 Existing Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

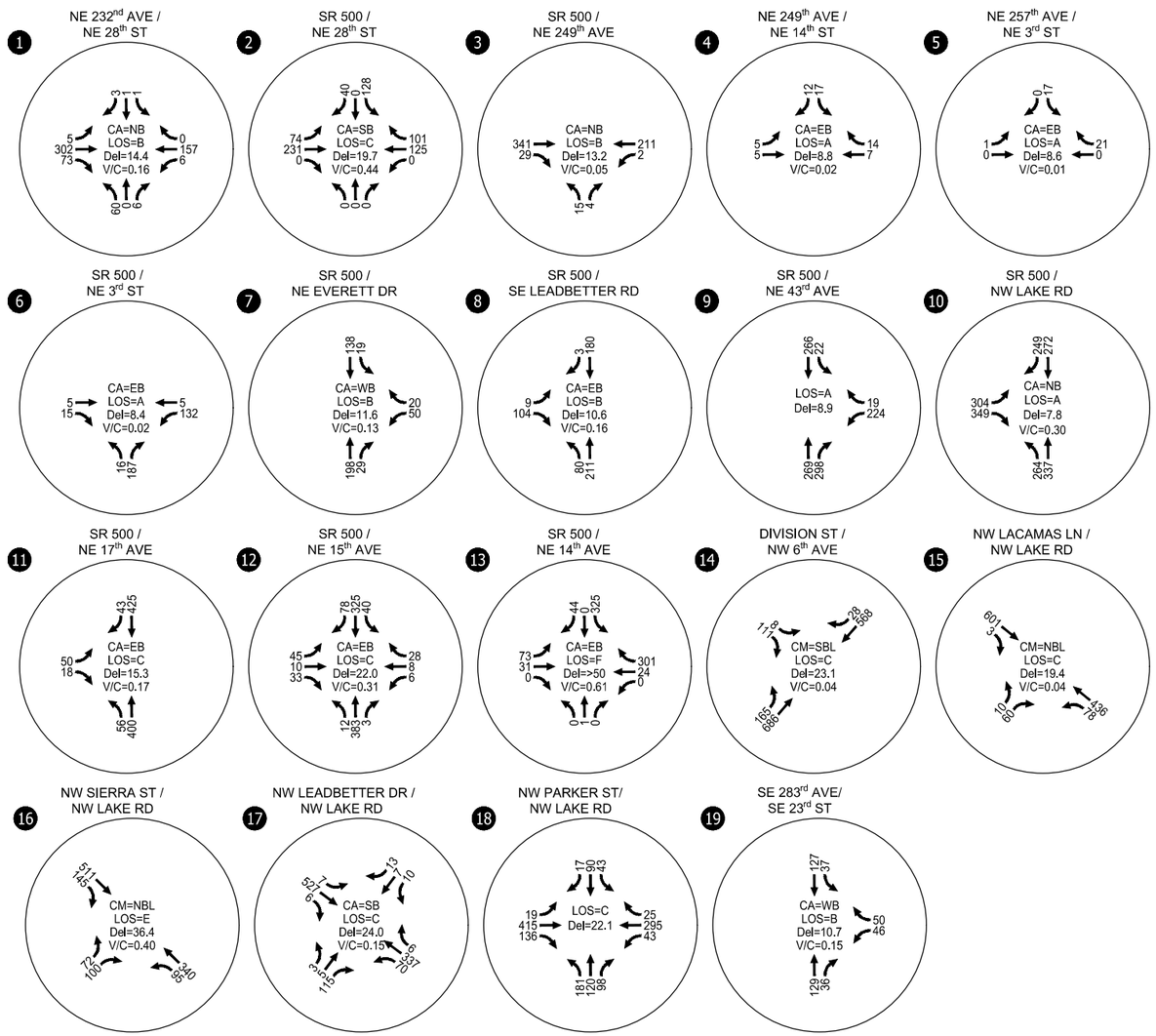
Figure
4

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KITTELSON & ASSOCIATES



KEY MAP



- 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)
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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

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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)

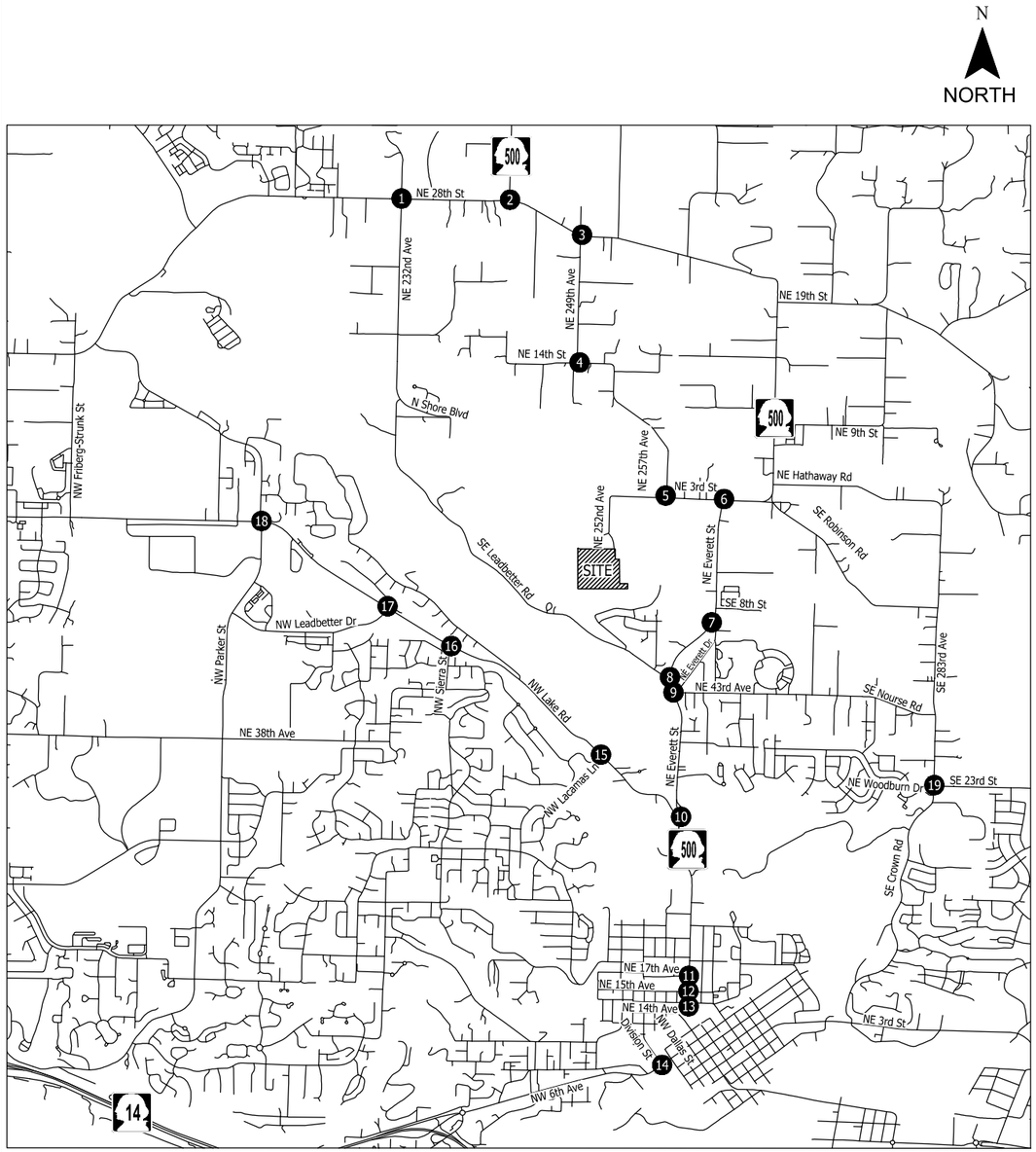
Forecast delay for the southbound stop controlled approach results in LOS E operations (exceeding LOS requirements) during the weekday PM peak hour with a V/C ratio of 071. This finding is consistent with past studies and the City of Camas, Clark County and WSDOT are coordinating regarding the potential 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)

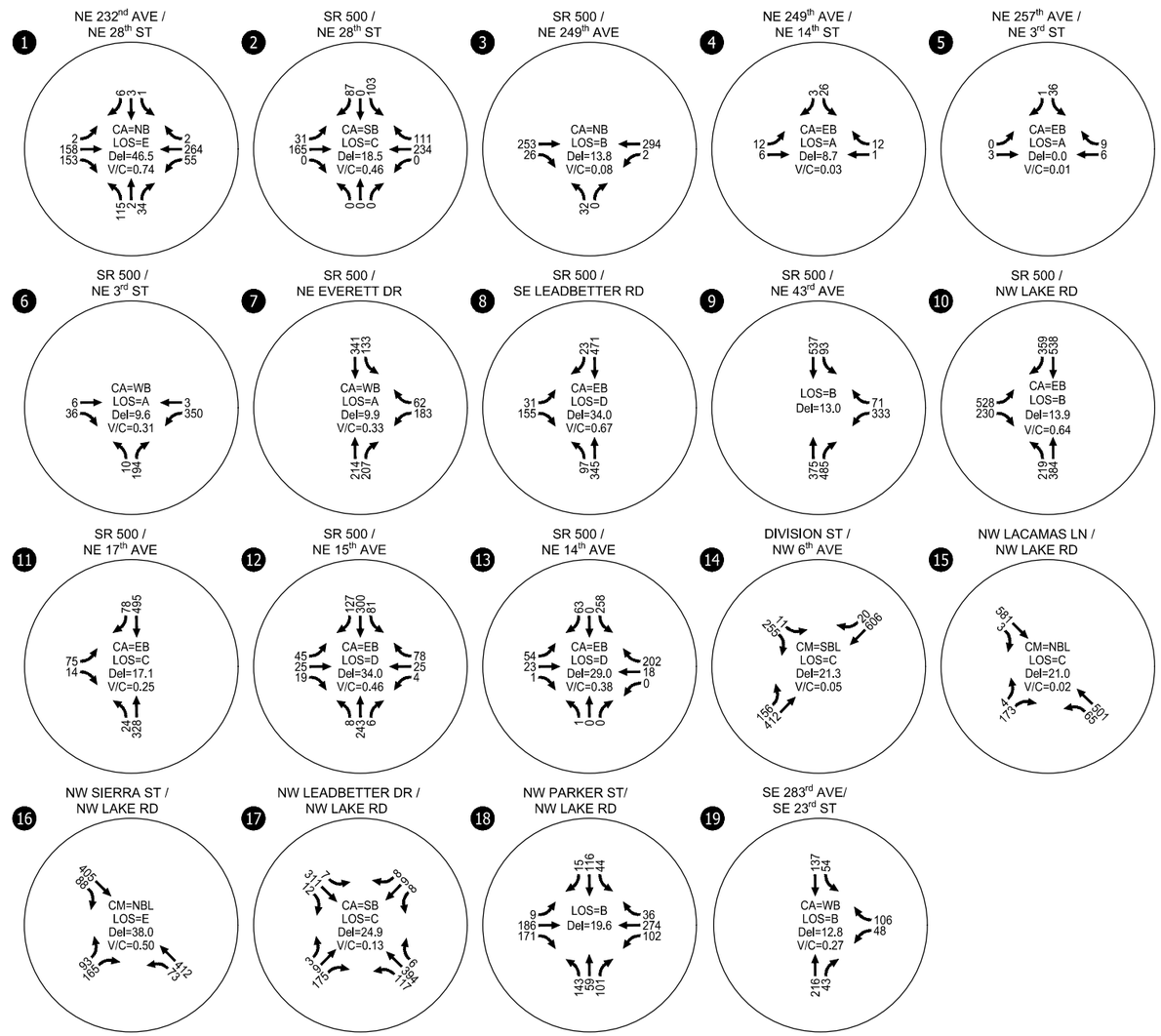
As seen under existing conditions, delay experienced on the eastbound stop controlled approach results in LOS F operations (exceed LOS E requirement) during the weekday PM peak hour with a V/C ratio of 0.72.

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.



KEY MAP



- SITE

- STUDY INTERSECTION

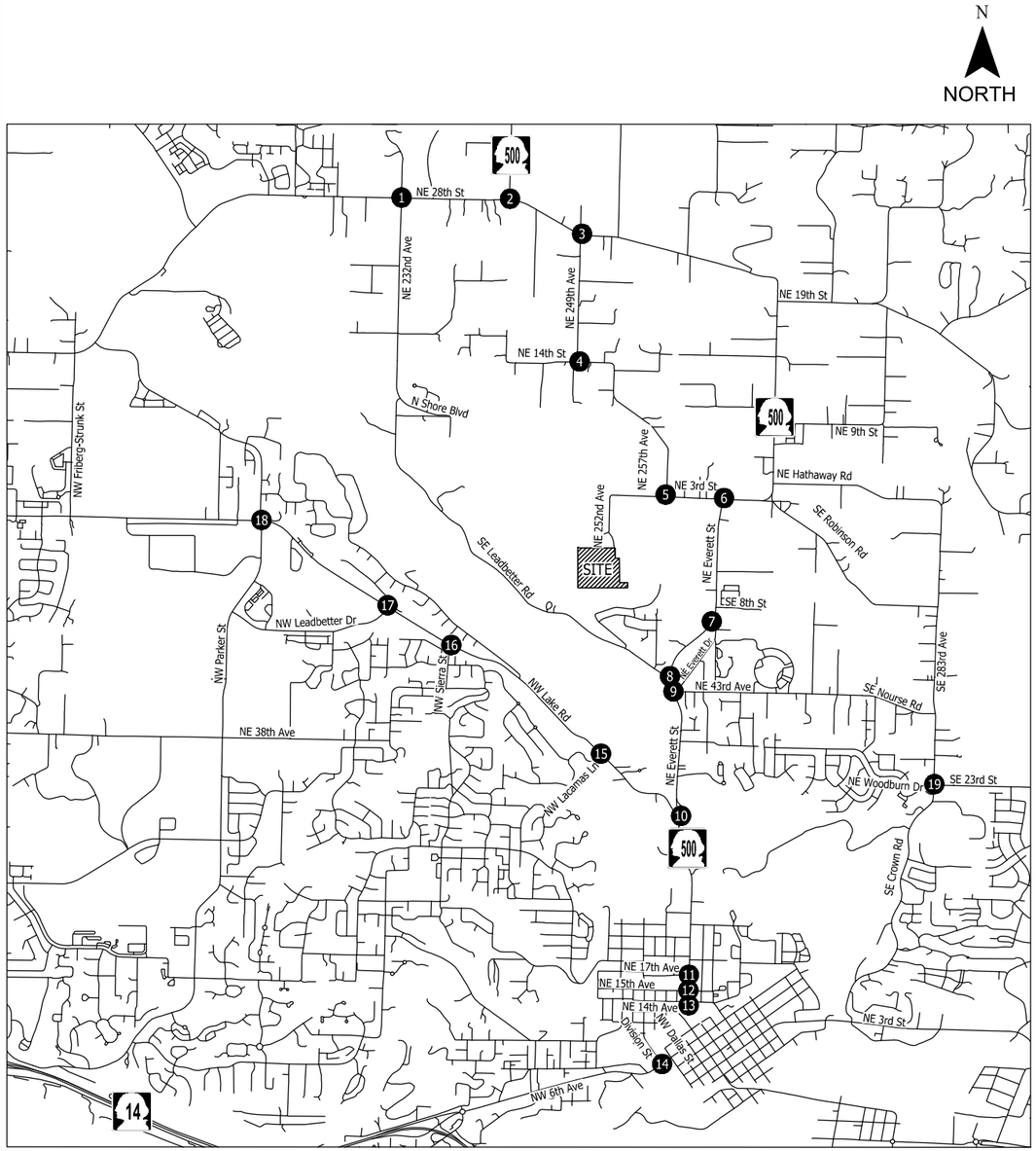
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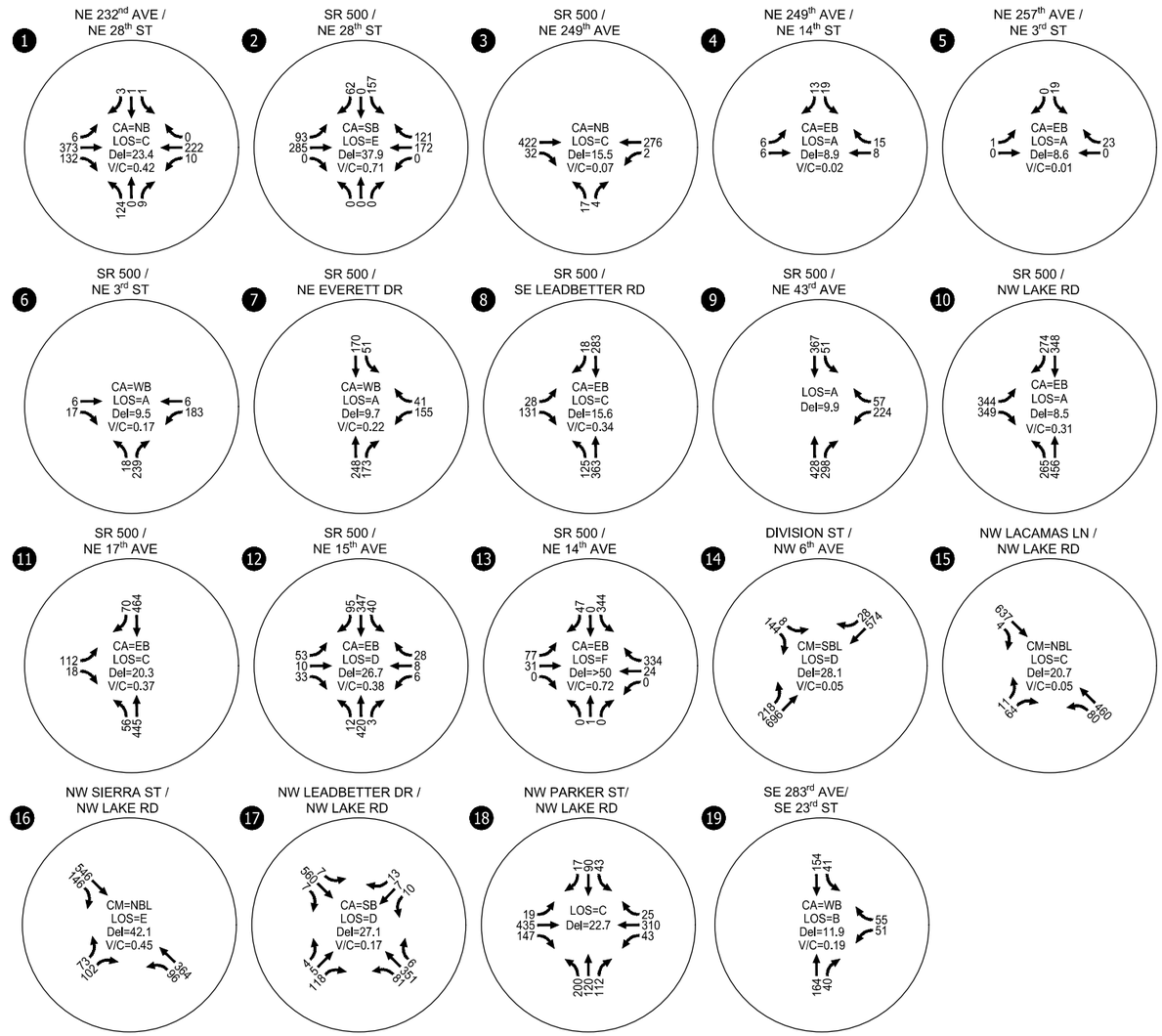
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL

2030 Background Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

Figure
6

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- SITE

- STUDY INTERSECTION

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TWSC = TWO-WAY STOP CONTROL

2030 Background Traffic Conditions
Weekday PM Peak hour
Camas, Washington

Figure 7

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KITTELSON & ASSOCIATES

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

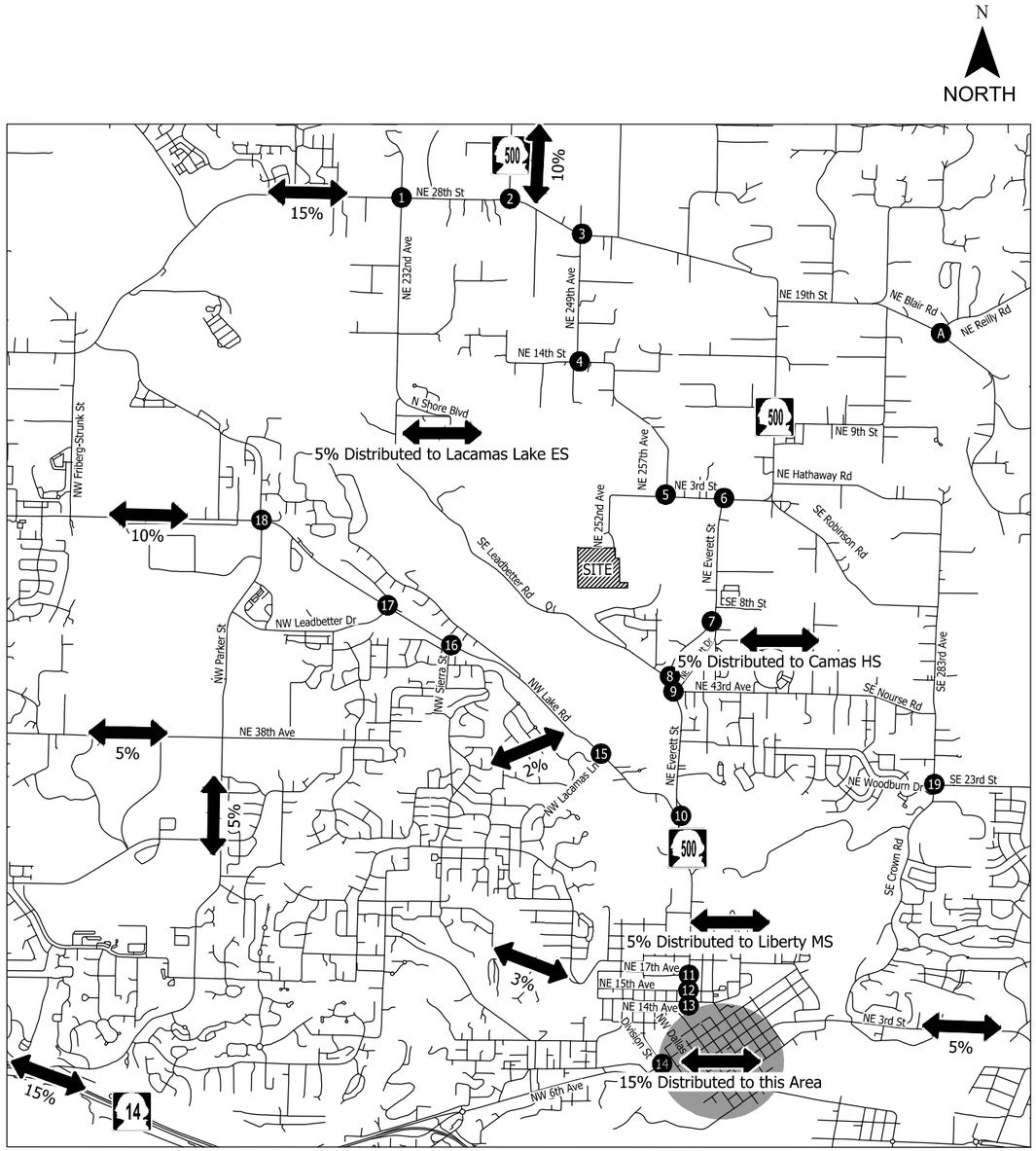
An estimated trip distribution pattern for the planned residential land uses was developed based on review of past Southwest Washington Regional Transportation Council (RTC) modeling of nearby TAZs and review of the existing and planned roadway network in the North Shore area[4].

[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.

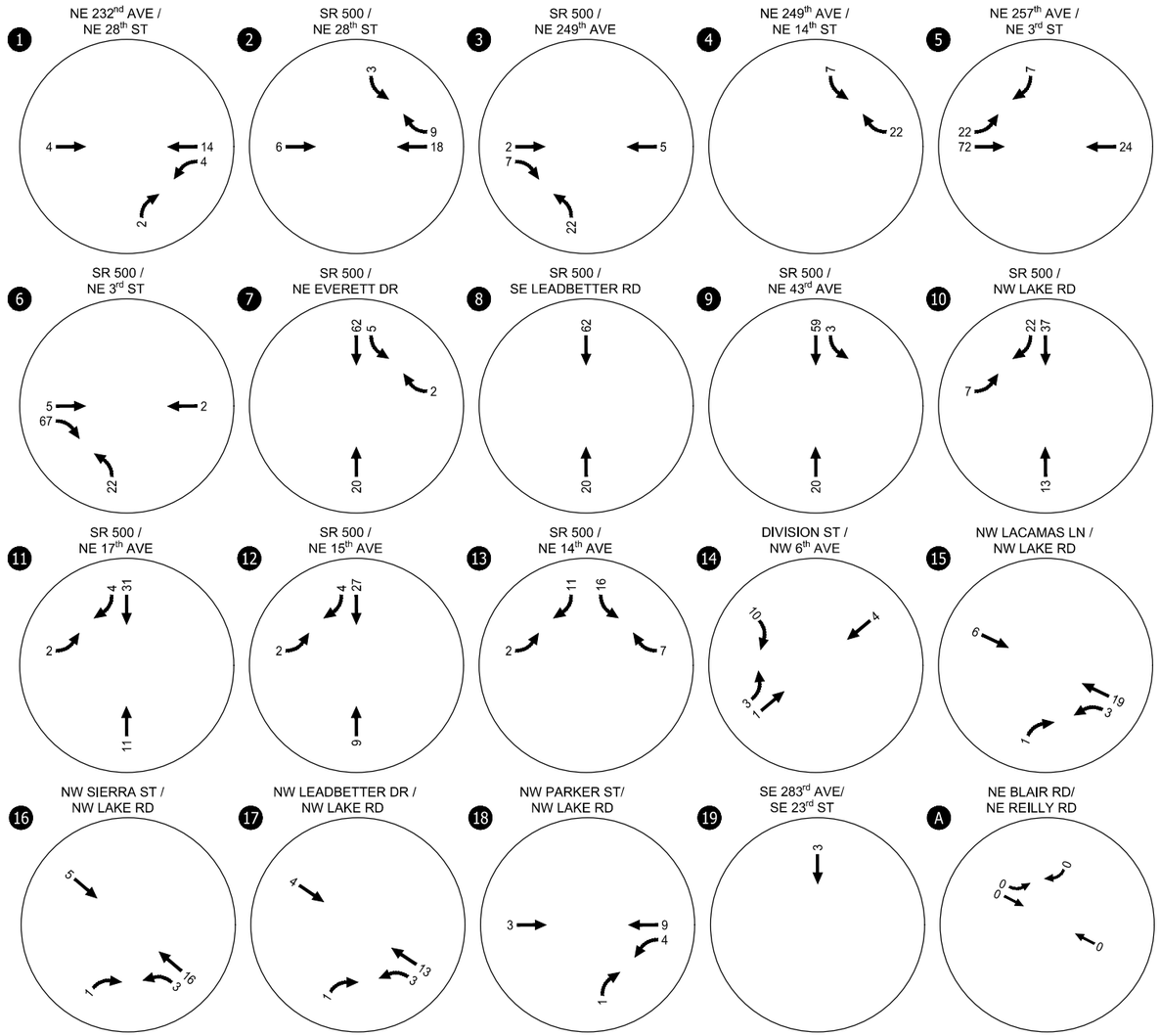
[4] We note that RTC does not currently have a model fully reflective of the adopted North Shore Plan and companion roadway network as of April 2025. RTC staff indicate they will create model updates upon the City's adoption of a new Growth Management Area (GMA) and road network and completion of the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

- STUDY INTERSECTION

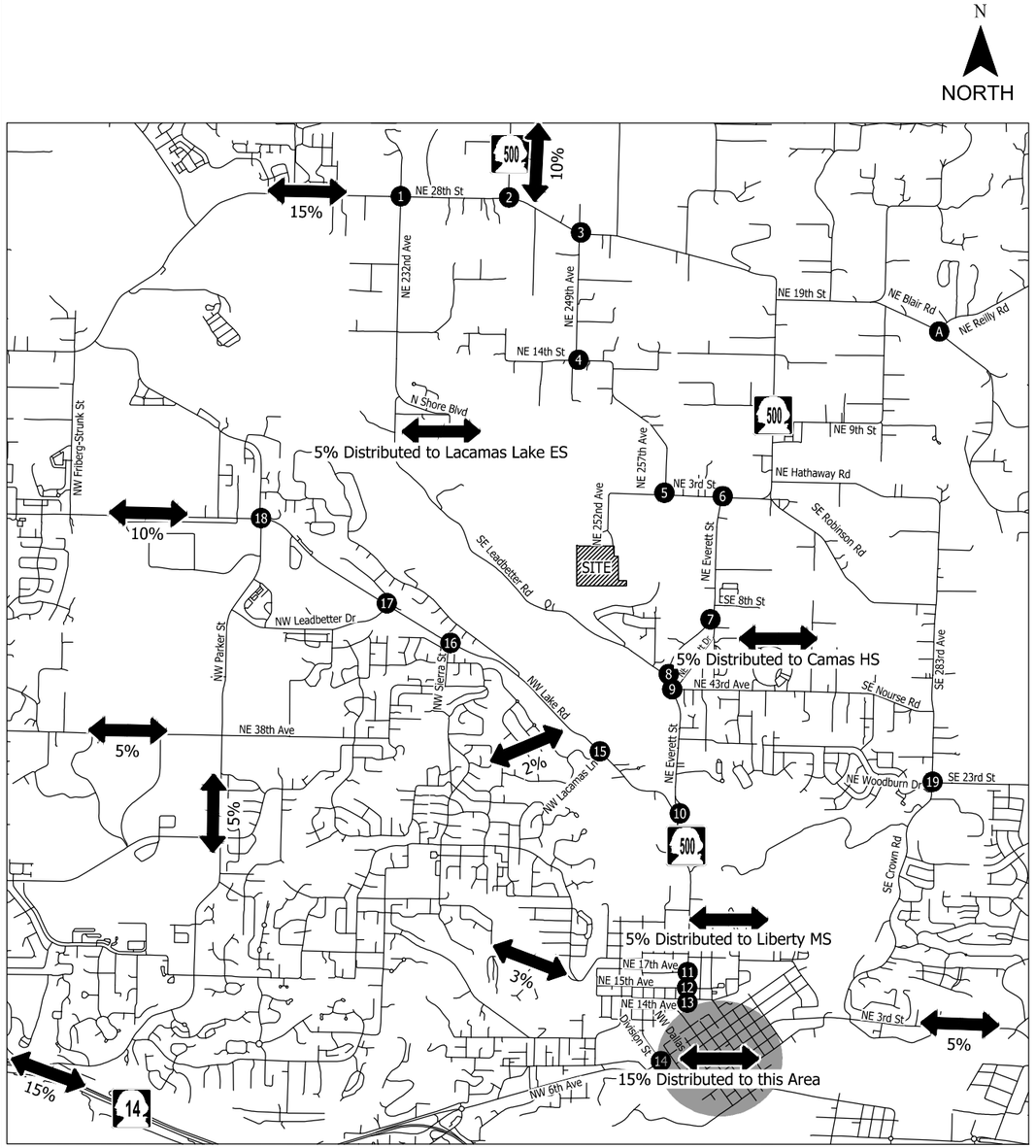
XX -TRIP DISTRIBUTION

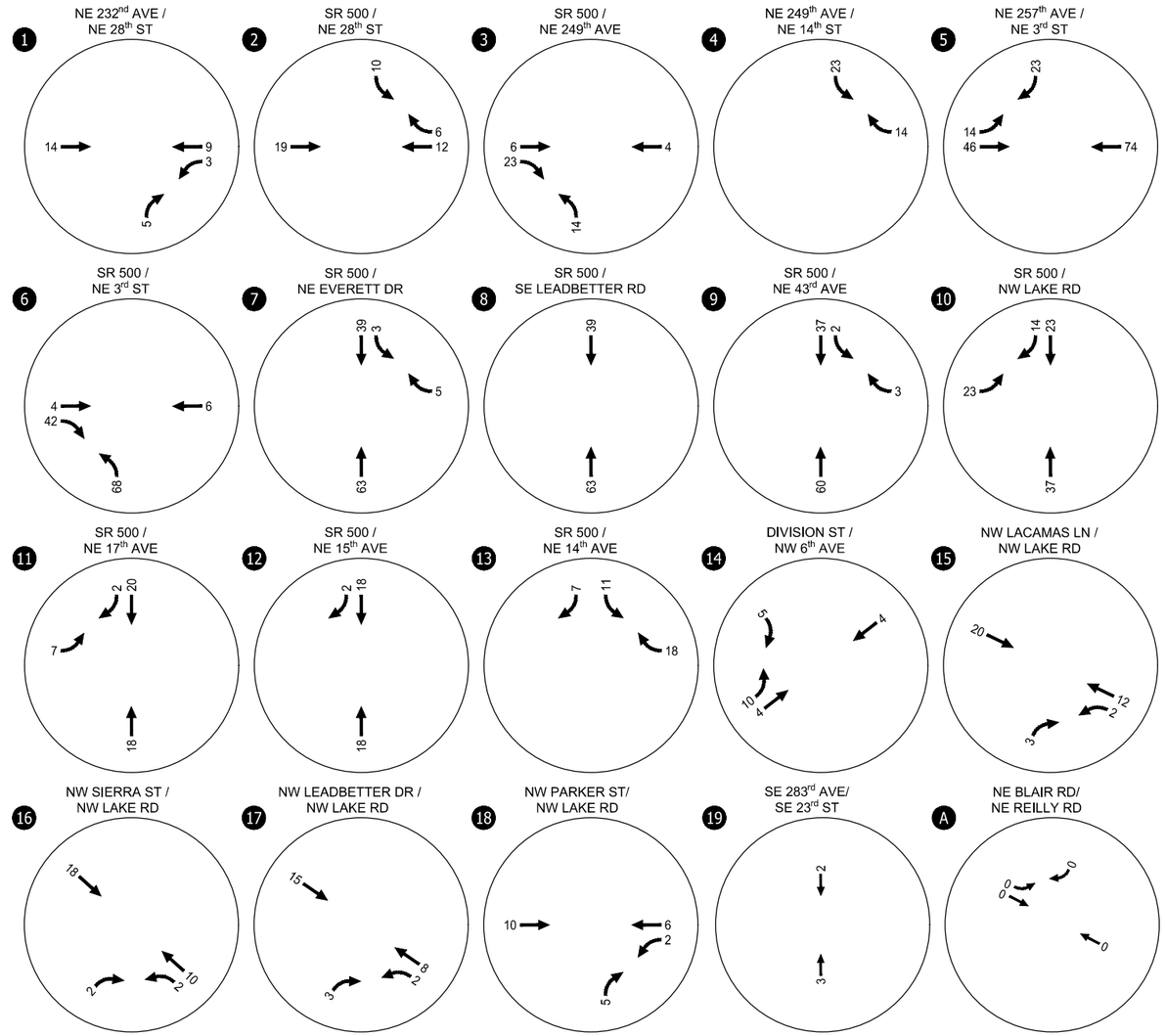
Site Generated Trip Assignment
Weekday AM Peak Hour
Camas, Washington

Figure
8

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KITTELSON & ASSOCIATES





- SITE
- STUDY INTERSECTION
- -TRIP DISTRIBUTION (XX%)

Site Generated Trip Assignment
Weekday PM Peak Hour
Camas, Washington

Figure 9

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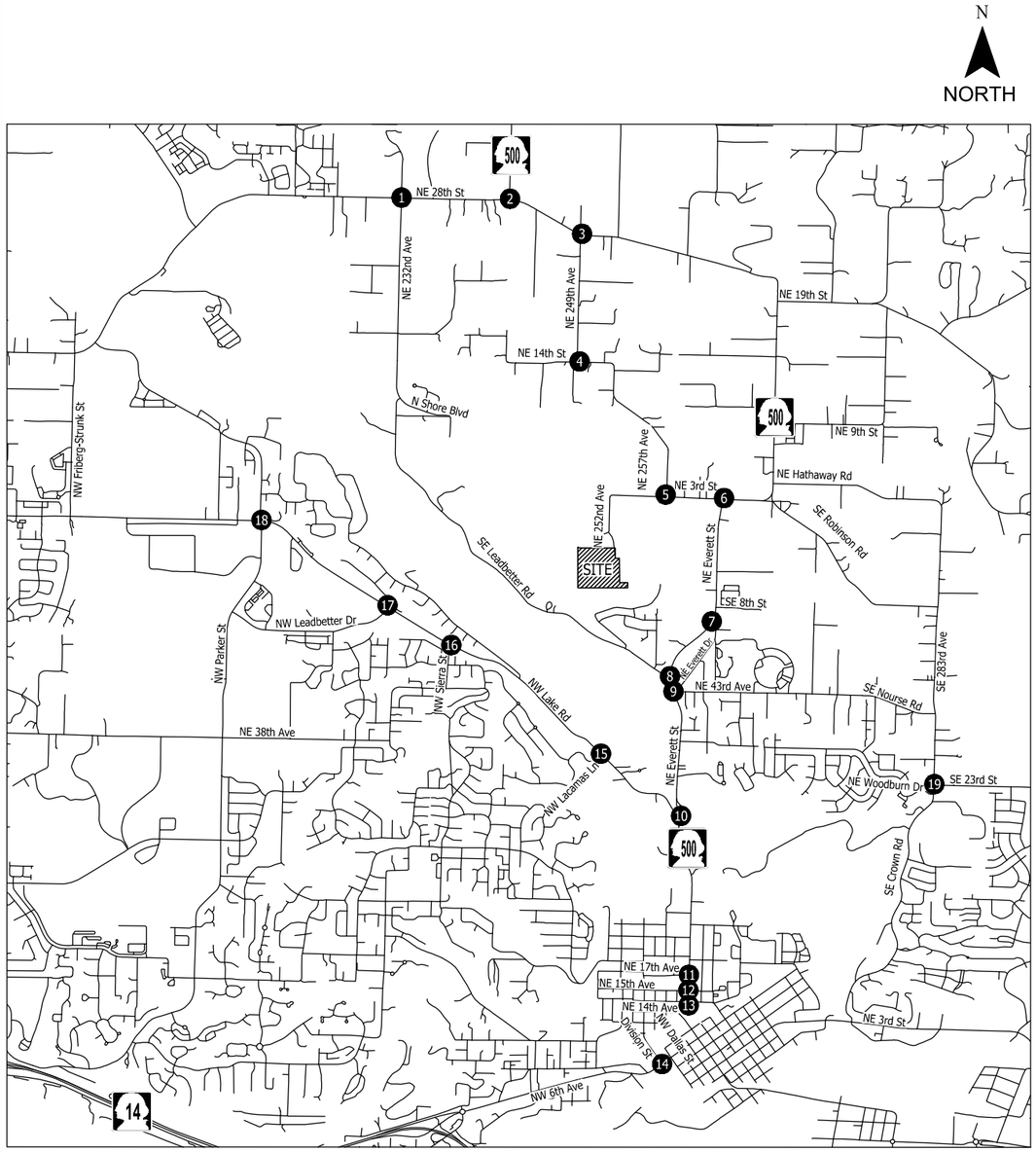
2030 TOTAL TRAFFIC CONDITIONS

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.

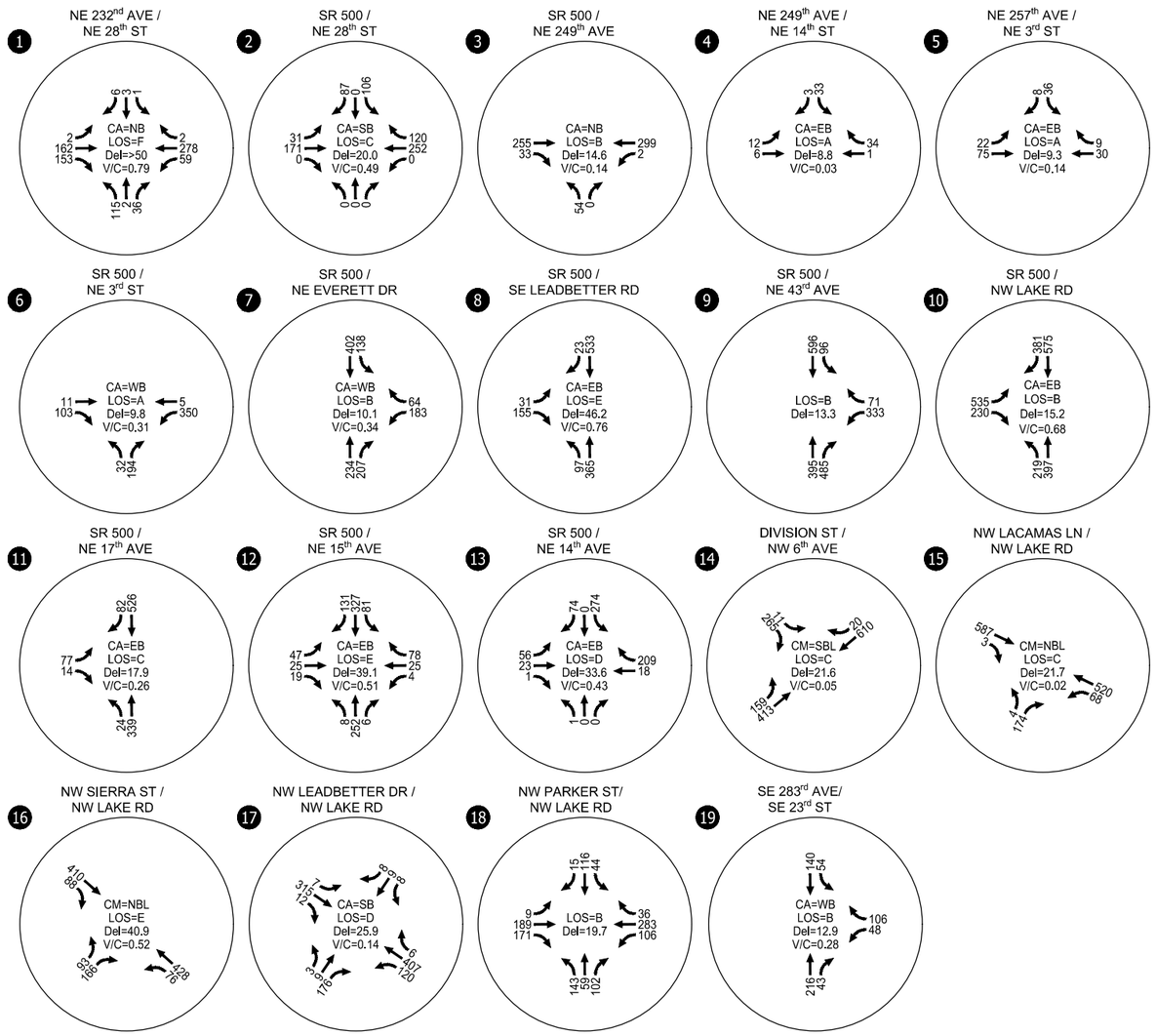
Those intersections that did not satisfy the applicable performance metrics under background conditions each are projected to experience an incremental increase in delay/degradation in operations with the addition of site trips. Further, the northbound stop-controlled approach to NE 232nd Avenue/NE 28th 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.



KEY MAP



- SITE

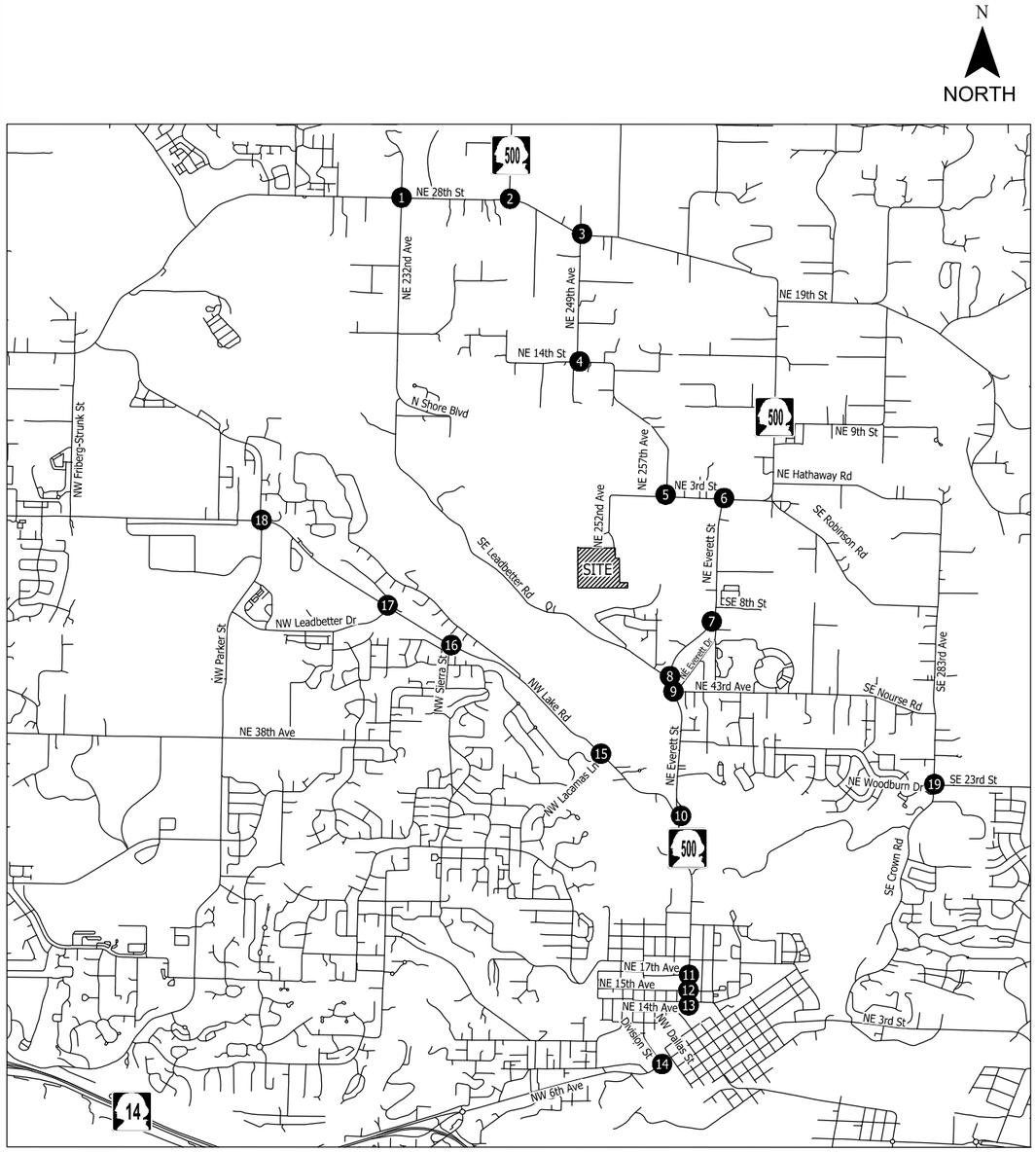
- STUDY INTERSECTION

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

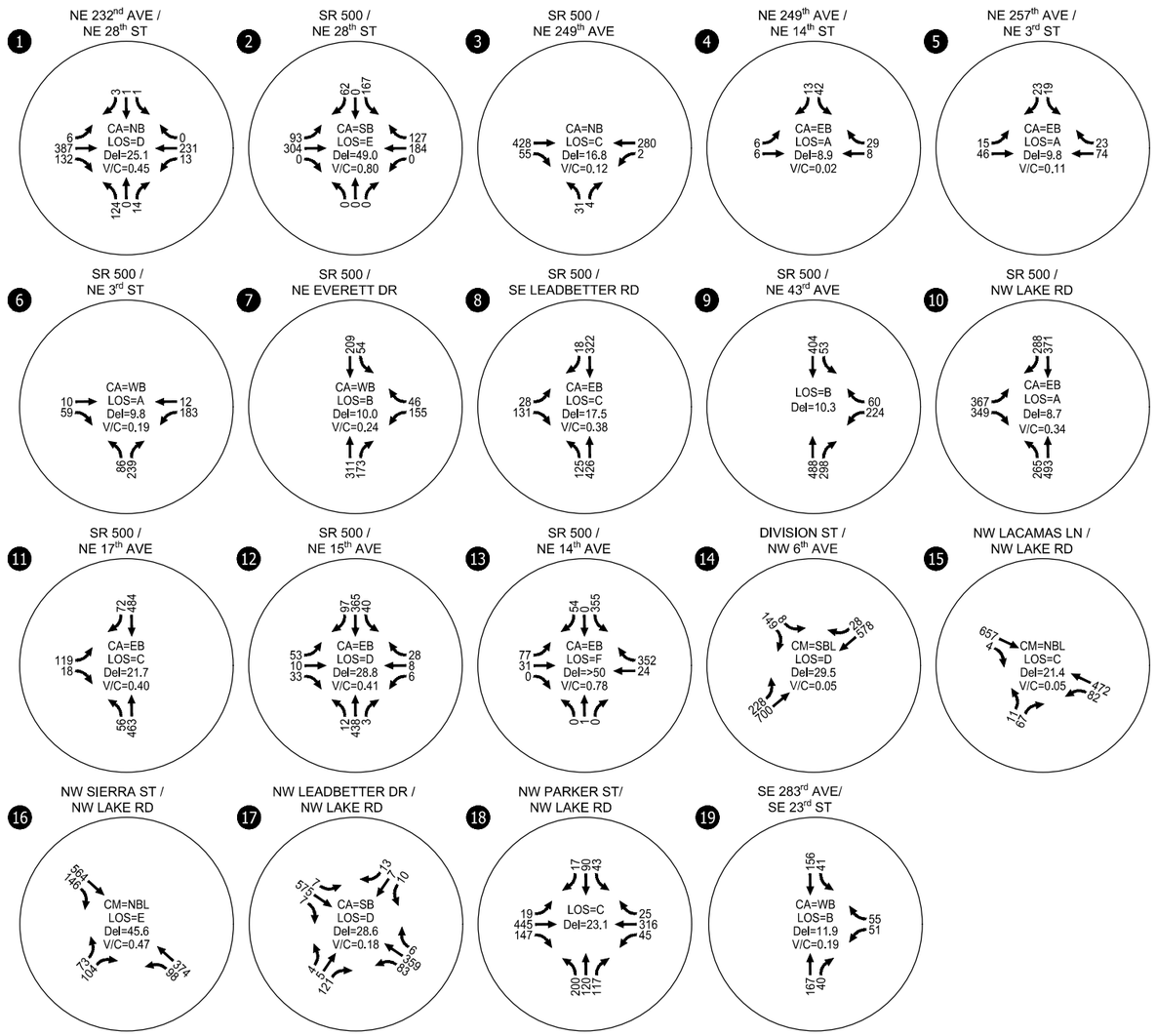
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL

2030 Total Traffic Conditions Weekday AM Peak Hour Camas, Washington

Figure 10



KEY MAP



- 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

2030 Total Traffic Conditions Weekday PM Peak Hour Camas, Washington

Figure 11

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 232nd Ave/ NE 28th 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 28th 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 249th 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 249th Ave/ NE 14th 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 257th Ave/ NE 3rd 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 3rd 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 43rd 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 17th 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 15th 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 14th 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 6th 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 283rd Ave/SE 23rd 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 232nd Ave/ NE 28th 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 28th 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 249th 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 249th Ave/ NE 14th 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 257th Ave/ NE 3rd 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 3rd 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 43rd 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 17th 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 15th 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 14th 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 6th 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 283rd Ave/SE 23rd 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 and 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 of 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.

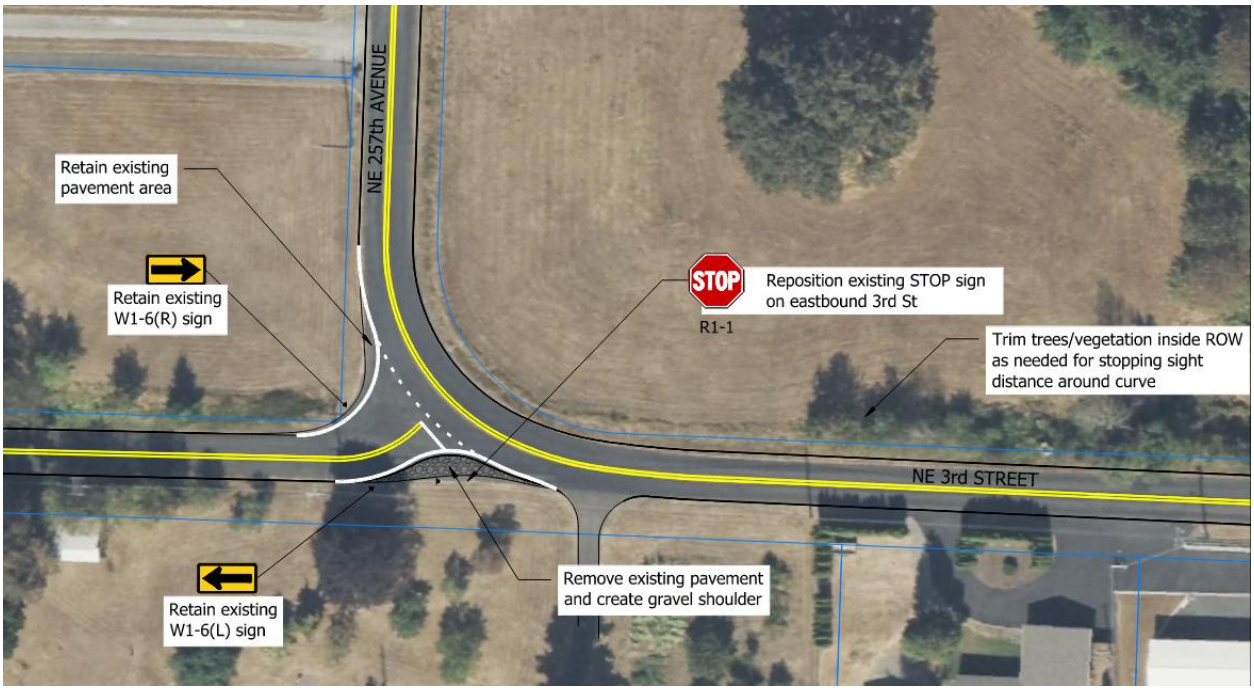
The forecast right-turning volumes indicate that that right-turn pocket or taper should be considered. However, the addition of a right-turn lane or taper may be precluded by existing limited right-of-way, and may require removal of several existing roadside trees. Additionally, the use of NE 249th Avenue by trips traveling to/from the site that are north/northwest bound is an 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 shoulders[5]. 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)

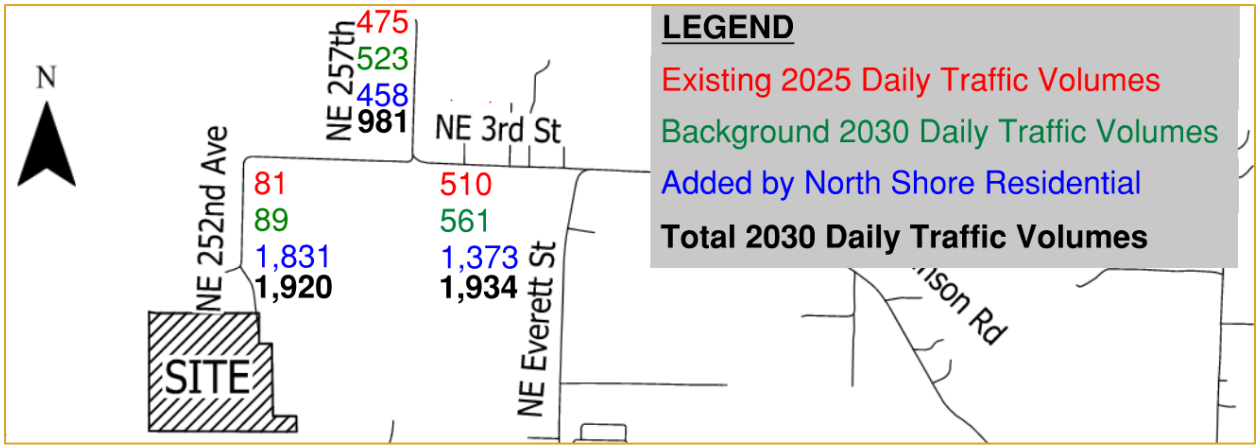
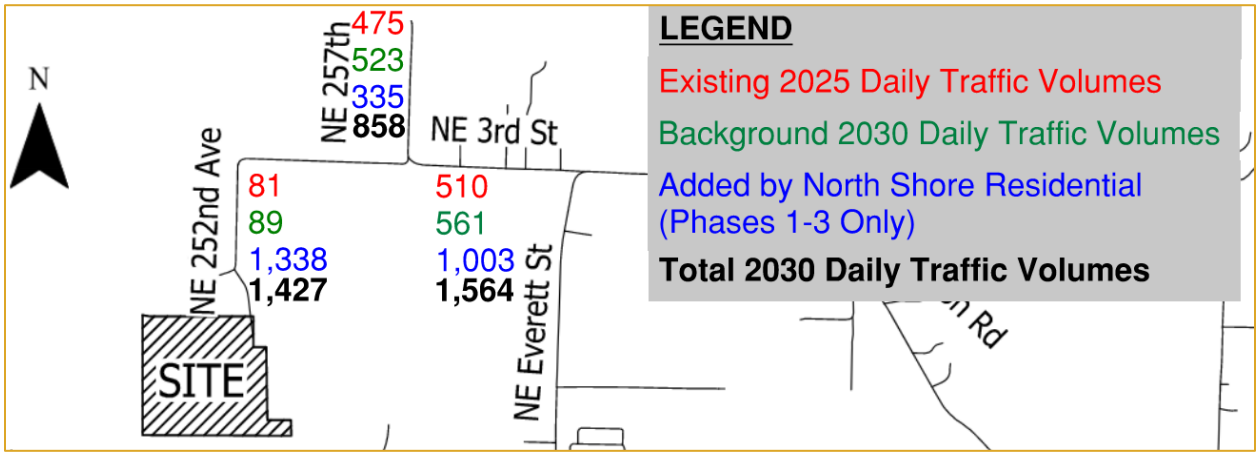


Exhibit 3. Existing & Future Projected Daily Traffic Volumes (Partial Buildout, Phases 1-3 Only)



We recommend the Applicant collaborate with Clark County Public Works to define and, if needed, construct an appropriate paved section along NE 252th 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 Hour Trips Added	Estimated Mitigation Cost
137th Ave: 49th St to Fourth Plain Blvd	$3,000/PM	0	$0
Fourth Plain Blvd & 152nd Ave Signal	$333/PM	0	$0
Lieser/St. Helens/MacArthur	$2,000/PM	0	$0
176th Ave & SE 20th St	$400/PM	0	$0
192nd Avenue & NE 13th Street	$400/PM	23	$9,200
192nd Ave & SE 34th St	$150/PM	0	$0
192nd 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 172nd Avenue & NE 18th Street	$300/PM	7	$2,100
NE 179th Place & NE 18th Street	$900/PM	7	$5,600
NE 187th Avenue & NE 18th Street	$1,200/PM	7	$8,400
NE 162nd Avenue & NE 9th Street	$1,500/PM	0	$0
NE 172nd Avenue & NE 9th Street	$4,100/PM	0	$0
NE 192nd Avenue & NE 9th Street	$1,100/PM	0	$0
NE 187th Avenue & SE 1st 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.
  - 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.
  - 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. *WDOT Sidra Policy Settings*. 2021.
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5. Clark County. MapsOnline, Clark County WA. GIS. https://gis.clark.wa.gov/mapsonline/index.cfm?
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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

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

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*.

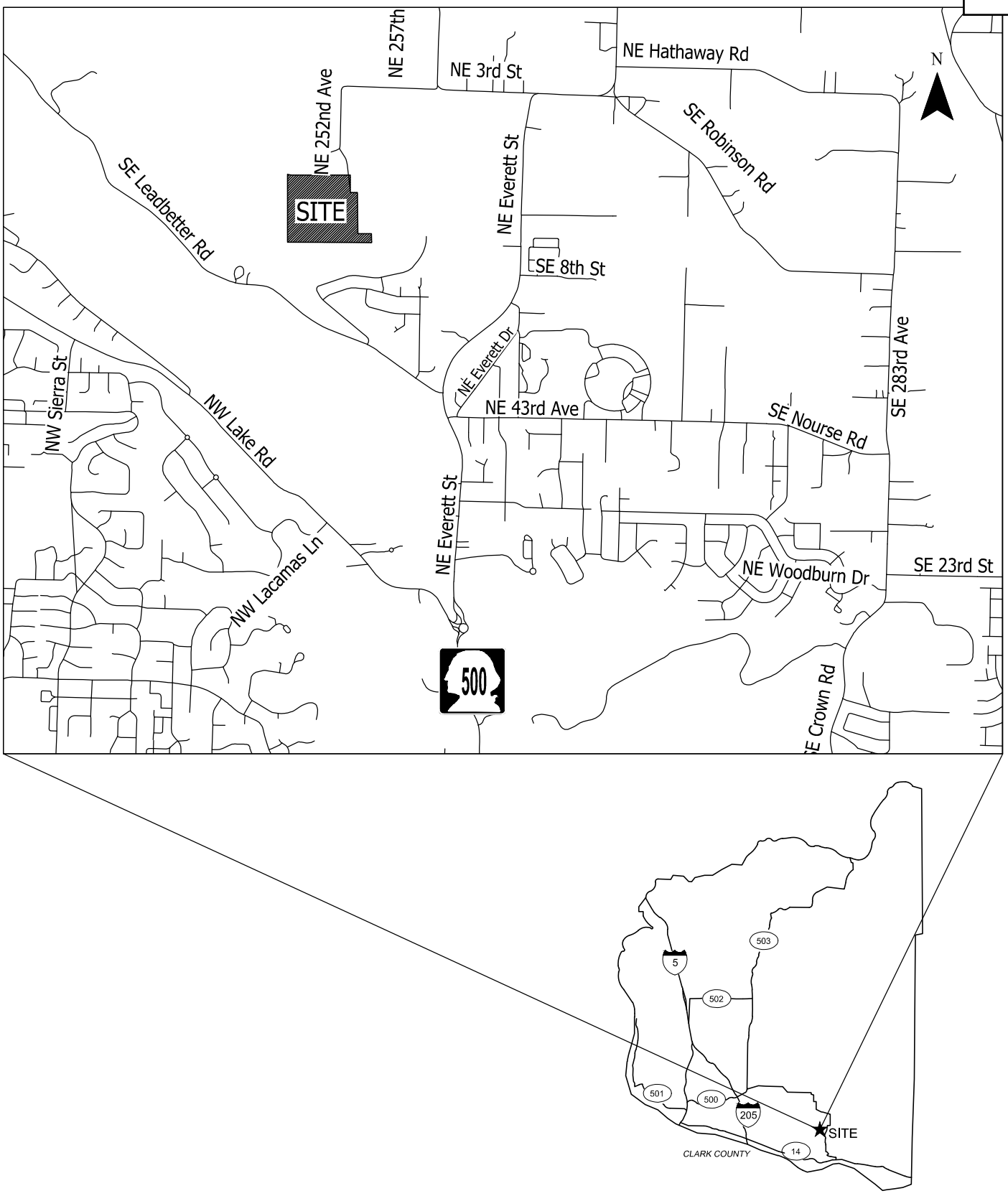
We request that you please review this material and provide us with your comments, suggestions and any questions. We will proceed with the TIS analysis once the path forward has been confirmed.

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).

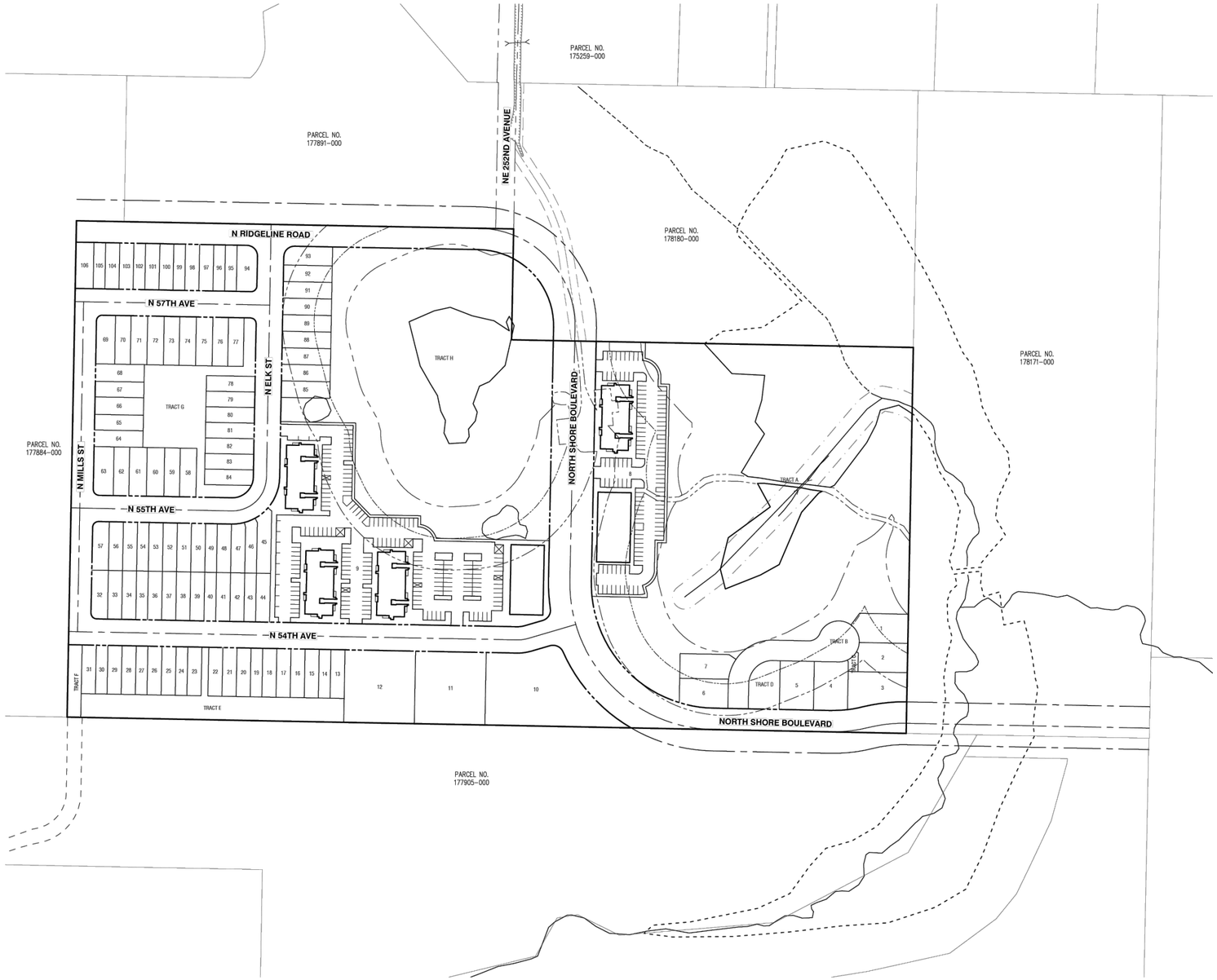


Site Vicinity Map
Camas, Washington

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

KITTELSON & ASSOCIATES



LD-NS DENSITY

GROSS AREA:	448,583 SF (10.30 AC)
CRITICAL/OPEN SPACE AREA:	317,670 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:	97,460 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

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SCALE: 1"=100 FEET

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ORIGINAL PAGE SIZE: 22" x 34"

NOT TO SCALE

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
503.563.6151
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:	BDH

EX-A

AKS DRAWING FILE: 9095 20250212 [LEGEND] [LAYOUT] LAYOUT1

H:\31\31552 - Village at North Shore\report\figs\31552_ScopingFigs_April.dwg Apr 02, 2025 - 2:05pm - cdougherty Layout Tab: Fig2 Proposed Site Plan

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**

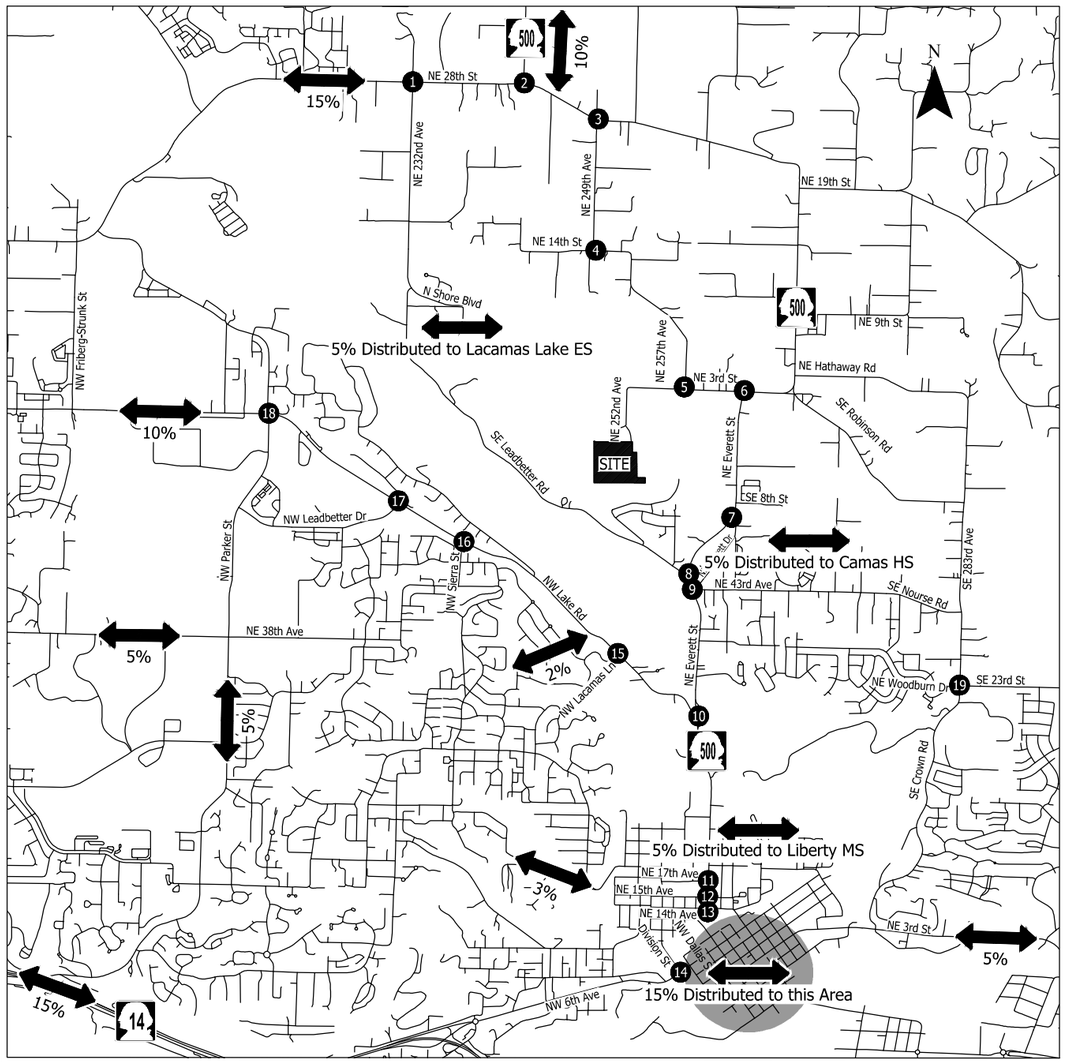
ESTIMATED TRIP DISTRIBUTION PATTERN

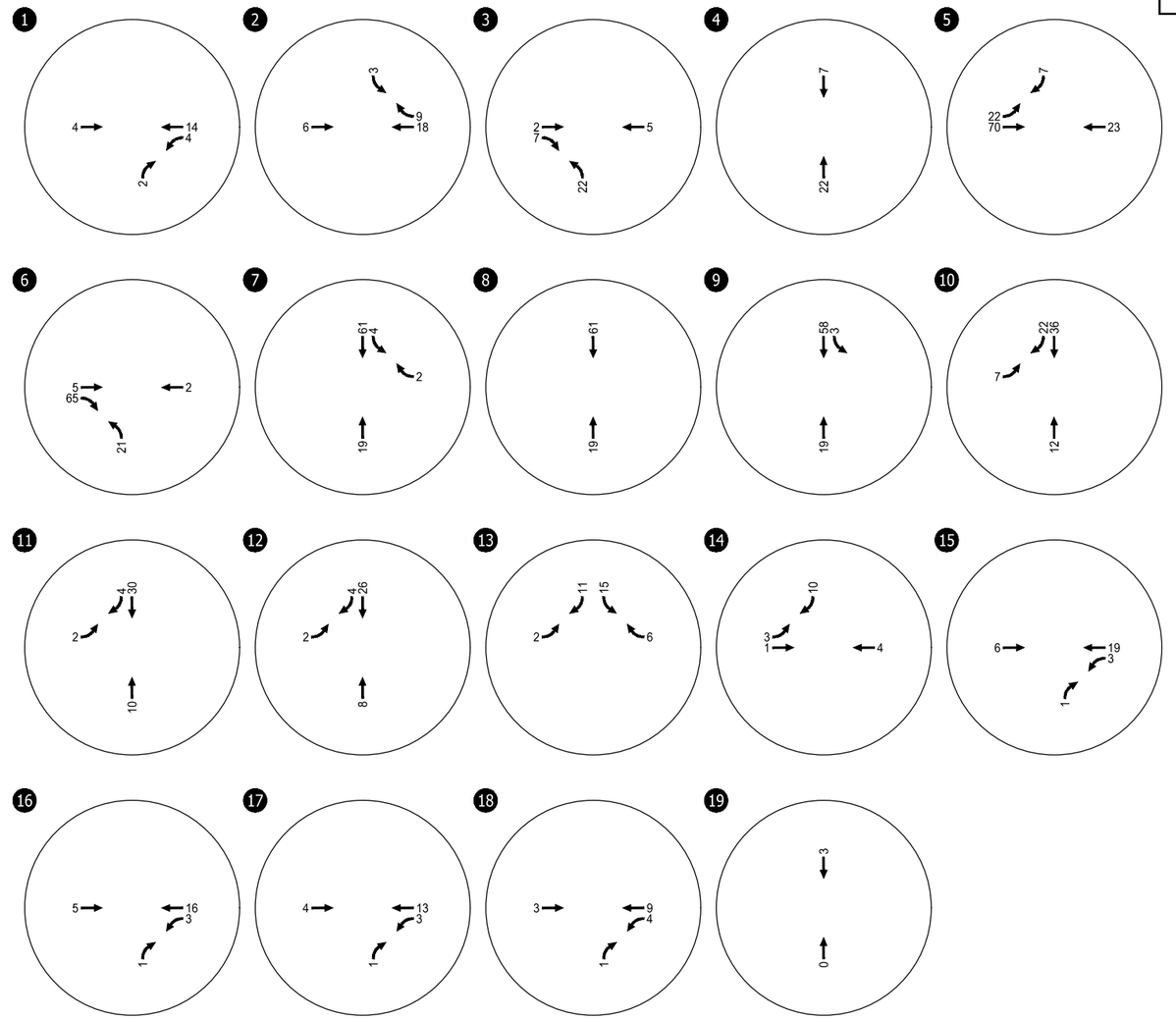
An estimated trip distribution pattern for the planned residential land uses was developed based on review of past Southwest Washington Regional Transportation Council (RTC) modeling of nearby TAZs and review of the existing and planned roadway network in the North Shore area[1].

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.

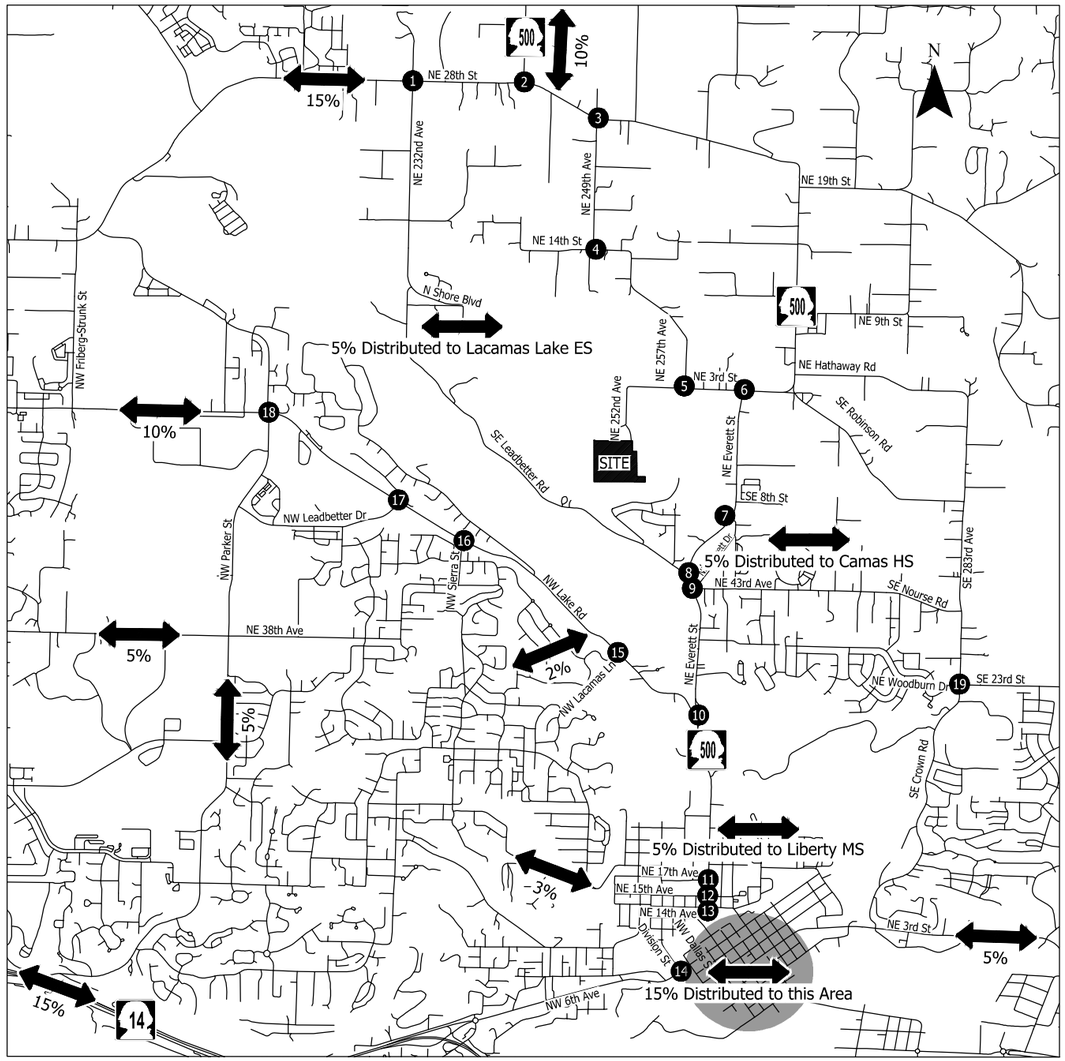


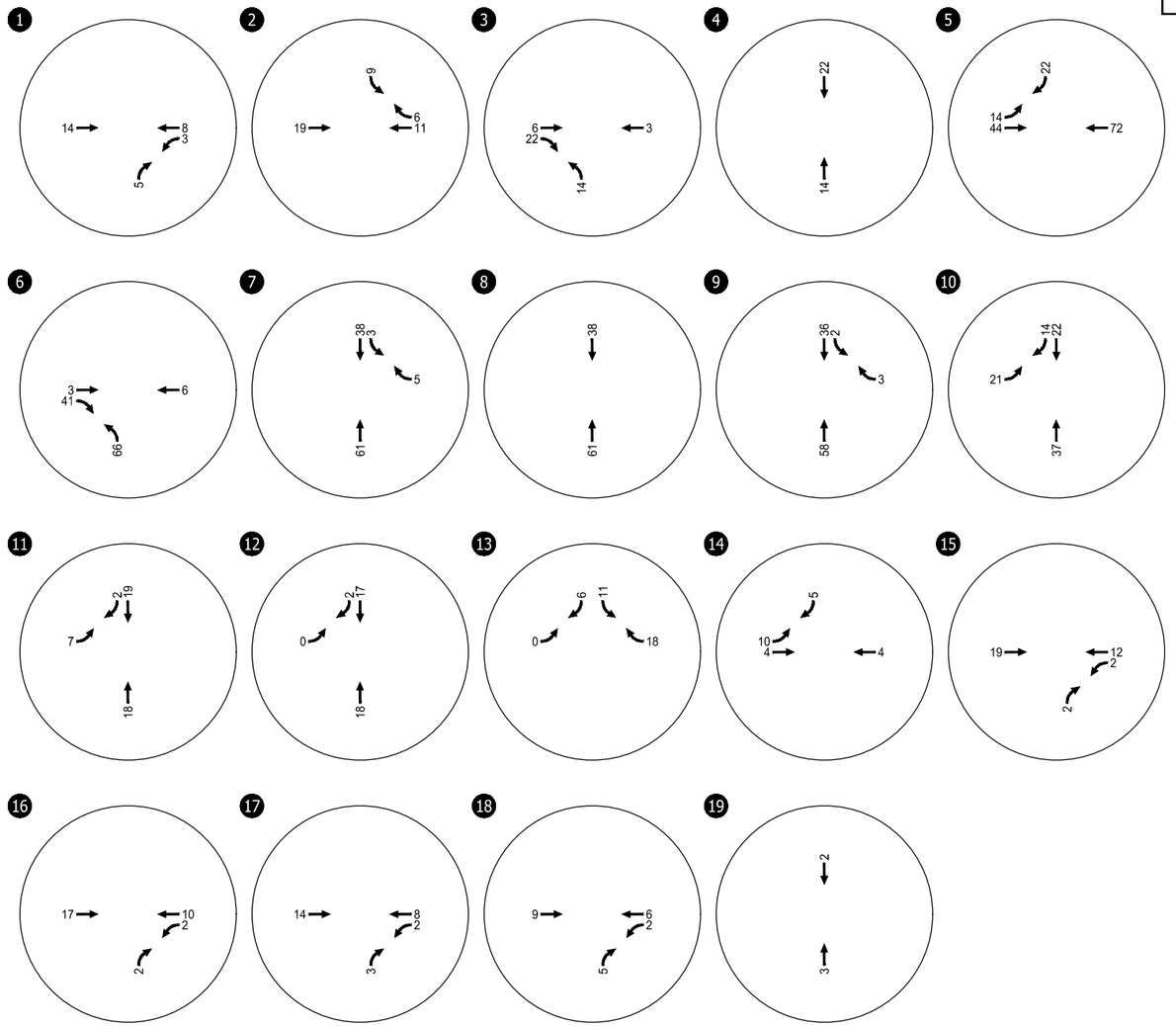


Study Intersections

Weekday AM Peak Hour Trip Assignment Camas, Washington

Figure 3





Study Intersections

Weekday PM Peak Hour Trip Assignment Camas, Washington

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 232nd Ave/NE 28th St	TWSC
2	SR 500/NE 28th St	TWSC
3	SR 500/NE 249th Ave	TWSC
4	NE 249th Ave/NE 14th St	TWSC
5	NE 257th Ave/NE 3rd St	TWSC
6	SR 500/NE 3rd St	TWSC (Future Roundabout)
7	SR 500/NE Everett Dr	TWSC (Future Roundabout)
8	SR 500/SE Leadbetter Rd	TWSC
9	SR 500/NE 43rd Ave	Signalized
10	SR 500/NW Lake Rd	Roundabout
11	SR 500/NE 17th Ave	TWSC
12	SR 500/NE 15th Ave	TWSC
13	SR 500/NE 14th Ave	TWSC
14	Division St/NW 6th 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 283rd Ave/SE 23rd 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 roadways 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 12[2]. 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 232nd Ave/NE 28th St	TWSC	Clark County	Rural Major Collector	LOS E
2	SR 500/NE 28th St	TWSC	RTC[1]	Rural non-HSS	LOS C
3	SR 500/NE 249th Ave	TWSC	RTC[1]	Rural non- HSS	LOS C
4	NE 249th Ave/NE 14th St	TWSC	Clark County	Minor Road	LOS E[2]
5	NE 257th Ave/NE 3rd St	TWSC	Clark County	Minor Road	LOS E[2]
6	SR 500/SE 3rd 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 43rd 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 17th Ave	TWSC	RTC[1]	Urban non-HSS	LOS E
12	SR 500/NE 15th Ave	TWSC	RTC[1]	Urban non-HSS	LOS E
13	SR 500/NE 14th Ave	TWSC	WSDOT	Urban	LOS D
14	Division St/NW 6th 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 283rd Ave/SE 23rd St	TWSC	Clark County	Urban Collector	LOS E

TWSC = Two-way Stop Control
[1]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.
[2]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 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 Everrett 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)

Exhibit 7 SUB25-1008

- 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

Item 1.

OFFICER REPORTED CRASHES THAT OCCURRED *at* OR *in the vicinity of* MULTIPLE INTERSECTIONS IN CITH 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 any 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	MILEPOST	BLOCK NUMBER	INTERSECTING TRAFFIC WAY	INTERSECTING COUNTY ROAD MP	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT 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	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	Driveway Related but Not a	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	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	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	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	15:10	Suspected Minor Injury	Injury	3	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	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	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	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Related	Overcast	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	EE74231	02/18/2024	15:52	Unknown	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	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	Truck & Trailer		At Intersection and Related	Overcast	Dry
2	SR 500/NE 28th St	State Ro	Clark		500	13.85								No	EB67310	09/03/2021	08:40	Suspected Minor Injury	Injury	1	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 Ro	Clark		500	13.84								No	EB87073	11/06/2021	15:55	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Passenger Car	At Driveway within Major I	Raining	Wet
2	SR 500/NE 28th St	State Ro	Clark		500	13.84								No	ED77436	07/04/2023	16:05	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
2	SR 500/NE 28th St	State Ro	Clark		500	13.84								No	EF31345	10/28/2024	07:59	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Driveway within Major I	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	Passenger Car		Not at Intersection and Not	Clear	Dry
3	SR 500/NE 249th Ave	State Ro	Clark		500	14.20								No	EA12626	01/21/2020	02:36	No Apparent Injury	PDO	0	0	0	0	Passenger Car		Not at Intersection and Not	Raining	Wet
3	SR 500/NE 249th Ave	State Ro	Clark		500	14.20								No	EA23775	03/06/2020	10:15	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Driveway	Overcast	Wet
3	SR 500/NE 249th Ave	State Ro	Clark		500	14.20								No	EA51132	07/29/2020	23:49	Suspected Minor Injury	Injury	1	0	0	0	Motorcycle		At Intersection and Not Rel	Clear	Dry
3	SR 500/NE 249th Ave	State Ro	Clark		500	14.21								No	EC04351	12/23/2021	08:12	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Raining	Wet
3	SR 500/NE 249th Ave	State Ro	Clark		500	14.22								No	ED39574	02/27/2023	16:30	No Apparent Injury	PDO	0	0	0	0	Passenger Car		Not at Intersection and Not	Clear	Wet
6	SR 500/SE 3rd St	State Ro	Clark		500	16.36								No	EA79205	10/28/2020	22:10	No Apparent Injury	PDO	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 Ro	Clark		500	16.36								No	EC75152	08/17/2022	19:00	No Apparent Injury	PDO	0	0	0	0	Passenger Car		At Intersection and Not Rel	Clear	Dry
6	SR 500/SE 3rd St	State Ro	Clark		500	16.36								No	ED51725	04/12/2023	17:53	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Not Rel	Clear	Dry
6	SR 500/SE 3rd St	State Ro	Clark		500	16.36								No	EE82275	05/29/2024	23:10	No Apparent Injury	PDO	0	0	0	0	Passenger Car		At Intersection and Not Rel	Clear	Dry
7	SR 500/NE Everett Dr	State Ro	Clark	Camas	500	16.95								No	EA37248	05/30/2020	14:02	No Apparent Injury	PDO	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 Ro	Clark	Camas	500	16.94								No	EC39091	04/12/2022	16:39	No Apparent Injury	PDO	0	0	0	0	Passenger Car		At Intersection and Not Rel	Overcast	Wet
7	SR 500/NE Everett Dr	State Ro	Clark	Camas	500	16.94								No	EF48090	12/18/2024	12:35	Suspected Minor Injury	Injury	2	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Overcast	Wet
8	SR 500/SE Leadbetter Rd	State Ro	Clark	Camas	500	17.26								No	EC88859	09/29/2022	15:12	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Passenger Car	Not at Intersection and Not	Overcast	Dry
8	SR 500/SE Leadbetter Rd	State Ro	Clark	Camas	500	17.26								No	EC94672	10/17/2022	11:32	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
8	SR 500/SE Leadbetter Rd	State Ro	Clark	Camas	500	17.26								No	EE99646	07/23/2024	14:39	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
9	SR 500/NE 43rd Ave	State Ro	Clark	Camas	500	17.33								No	EC02446	12/14/2021	08:40	No Apparent Injury	PDO	0	0	0	0	Passenger Car		At Intersection and Related	Clear	Ice
9	SR 500/NE 43rd Ave	State Ro	Clark	Camas	500	17.33								No	EC13028	01/11/2022	08:25	Suspected Minor Injury	Injury	3	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Raining	Wet
9	SR 500/NE 43rd Ave	State Ro	Clark	Camas	500	17.33								No	EF15278	09/13/2024	22:45	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.94								No	EB68144	09/10/2021	22:38	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	Circulating Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.95								No	ED77972	07/09/2023	18:23	No Apparent Injury	PDO	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 Ro	Clark	Camas	500	17.96								No	EE12985	10/23/2023	17:36	Possible Injury	Injury	1	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.95								No	EE59686	03/10/2024	18:46	No Apparent Injury	PDO	0	0	0	0	Passenger Car		Circulating Roundabout	Raining	Wet
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.94								No	EE70253	03/21/2024	23:58	Suspected Minor Injury	Injury	1	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	Circulating Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.95								No	EE76103	05/11/2024	14:27	Possible Injury	Injury	1	0	0	0	Passenger Car	Passenger Car	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.95								No	EF44810	12/10/2024	18:11	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.95								No	EF45423	12/12/2024	18:14	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Raining	Wet
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.84								No	EA22073	03/09/2020	09:33	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	Not at Intersection and Not	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.90								No	EA87306	12/07/2020	08:30	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Not Rel	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.85								No	EE48959	02/04/2024	19:41	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	Not at Intersection and Not	Clear	Dry
10	SR 500/NW Lake Rd	State Ro	Clark	Camas	500	17.89								No	EF20538	09/30/2024	19:14	Possible Injury	Injury	1	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	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	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Driveway	Clear or Partly C	Dry
12	SR 500/NE 15th Ave	State Ro	Clark	Camas	500	18.73								No	EB24372	04/22/2021	15:53	No Apparent Injury	PDO	0	0	0	0	Passenger Car		Not at Intersection and Not	Clear	Dry
12	SR 500/NE 15th Ave	State Ro	Clark	Camas	500	18.75								No	EE31626	11/07/2023	16:17	Suspected Minor Injury	Injury	1	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Wet
13	SR 500/NE 14th Ave	State Ro	Clark	Camas	500	18.80								No	EB52359	07/27/2021	16:59	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	At Intersection and Related	Clear	Dry
13	SR 500/NE 14th Ave	State Ro	Clark	Camas	500	18.80								No	EB68471	09/16/2021	16:22	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	School Bus	At Intersection and Related	Clear or Partly C	Dry
13	SR 500/NE 14th Ave	State Ro	Clark	Camas	500	18.80								No	EC10091	01/06/2022	17:26	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Wet
13	SR 500/NE 14th Ave	State Ro	Clark	Camas	500	18.80								No	EC28645	03/01/2022	05:30	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Raining	Wet
14	Division St/NW 6th Ave	City Str	Clark	Camas	NW 6TH AVE	141		DIVISION ST						No	EB48003	07/13/2021	13:34	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
14	Division St/NW 6th Ave	City Str	Clark	Camas	NW 6TH AVE	141		DIVISION ST						No	EB74074	10/02/2021	08:00	Possible Injury	Injury	1	0	0	0	Passenger Car		At Intersection and Related	Overcast	Dry
14	Division St/NW 6th Ave	City Str	Clark	Camas	DIVISION ST	201		NE 6TH AVE						No	ED76877	07/02/2023	12:19	Suspected Minor Injury	Injury	1	0	0	1	Pickup,Panel Truck or Vanette	under 10,000 lb	At Intersection and Related	Clear	Dry
14	Division St/NW 6th Ave	City Str	Clark	Camas	NW 6TH AVE	141		DIVISION ST						No	ED88447	08/10/2023	15:58	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
14	Division St/NW 6th Ave	City Str	Clark	Camas	NW 6TH AVE	141		DIVISION ST						No	EE26307	12/03/2023	08:07	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Raining	Wet
14	Division St/NW 6th Ave	City Str	Clark	Camas	DIVISION ST	201		NW 6TH AVE						No	EF44133	12/09/2024	17:28	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Clear	Dry
15	NW Lacamas Ln/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	500				100	F	NW	NW LAC	No	EA55174	08/09/2020	16:28	Dead on Arrival	Fatal	4	1	0	0	Passenger Car	Passenger Car	Not at Intersection and Not	Clear	Dry
15	NW Lacamas Ln/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	1299		NW LACAMAS LN						No	EB29220	05/10/2021	19:03	No Apparent Injury	PDO	0	0	0	0	Passenger Car		At Intersection and Related	Clear	Dry
16	NW Sierra St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	4300		NW SIERRA ST						No	EC06334	12/27/2021	21:10	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Snowing	Ice
16	NW Sierra St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	1800				165	F	NW	NW SIER	No	ED21295	12/31/2022	17:41	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	Not at Intersection and Not	Clear	Wet
17	NW Leadbetter Dr/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	2300				139	F	SE	NW LEA	No	EA05036	01/15/2020	13:17	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	Not at Intersection and Not	Overcast	Dry
17	NW Leadbetter Dr/NW Lake	City Str	Clark	Camas	NW LAKE RD	2400				83	F	SE	NW LEA	No	EC22918	02/13/2022	18:26	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	under 10,000 lb	Not at Intersection and Not	Clear or Partly C	Dry
17	NW Leadbetter Dr/NW Lake	City Str	Clark	Camas	NW LAKE RD	2531		NW LEADBETTER BLVD						No	EE76102	05/10/2024	13:00	Suspected Minor Injury	Injury	1	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Clear or Partly C	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	3716		NW PARKER ST						No	EB35916	06/03/2021	10:12	Possible Injury	Injury	1	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	3716		NW PARKER ST						No	EC17085	01/26/2022	14:40	Possible Injury	Injury	1	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Related	Clear	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	3716		NW PARKER ST						No	EC85934	09/21/2022	08:53	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Clear or Partly C	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	3600				80	F	E	NW PAR	No	EC92262	10/10/2022	11:26	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	Intersection Related but Not	Clear	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	3716		NW PARKER ST						No	ED14248	11/16/2022	16:55	No Apparent Injury	PDO	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW PARKER ST			NW LAKE RD						No	EE22702	11/16/2023	09:50	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW LAKE RD	3716		NW PARKER ST						No	EF15111	09/08/2024	20:40	Suspected Minor Injury	Injury	5	0	0	0	Passenger Car	Pickup,Panel Truck or Vane	At Intersection and Related	Clear or Partly C	Dry
18	NW Parker St/NW Lake Rd	City Str	Clark	Camas	NW PARKER ST			NW LAKE RD						No	EF18541	09/22/2024	16:28	No Apparent Injury	PDO	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Clear or Partly C	Dry
19	SE 283rd Ave/SE 23rd St	City Str	Clark	Camas	SE 283RD A	0		SE 23RD ST						No	EA13156	02/07/2020	20:53	No Apparent Injury	PDO	0	0	0	0	Passenger Car		At Intersection and Not Rel	Clear	Dry
19	SE 283rd Ave/SE 23rd St	City Str	Clark	Camas	SE 23RD ST	28475		SE 283RD AVE						No	EE22703	11/10/2023	16:33	Suspected Minor Injury	Injury	1	0	0	0	Motorcycle		At Intersection and Related	Overcast	Dry

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 - both going straight - 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		East	West			Other Contributing Circ Not Listed			
Daylight	Turning	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn	West	East	West	South	Distracted by Adjusting Vehicle Cntrls			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	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	Vehicle Stopped	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		Vehicle Stopped	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	North	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			

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	119082.99
					Improper Turn/Merge						Lane of Primary Trafficway	1145581.94	119082.99
											Intersecting Trafficway	1145581.94	119082.99
											Lane of Primary Trafficway	1145581.94	119082.99
											Past the Outside Shoulder of Primary Trafficway	1145581.94	119082.99
											Lane of Primary Trafficway	1145581.94	119082.99
											Lane of Primary Trafficway	1145581.94	119082.99
											Past the Outside Shoulder of Primary Trafficway	1145581.94	119082.99
											Past Right Shoulder Decreasing Milepost	1148293.99	119032.97
											Lane 1 Increasing Milepost	1148221.08	119048
											Lane 1 Increasing Milepost	1148221.08	119048
											Lane 1 Increasing Milepost	1148224.12	119052.38
											Past the Outside Shoulder of Primary Trafficway	1148121.6	119048.59
											Past Right Shoulder Increasing Milepost	1149954.12	118188.89
											Lane 1 Decreasing Milepost	1149912.91	118205.36
											Past Right Shoulder Increasing Milepost	1149937.43	118192.81
											Lane 1 Increasing Milepost	1149959.58	118188.16
											Past Right Shoulder Increasing Milepost	1150015.76	118175.86
											Past Right Shoulder Increasing Milepost	1153463.61	111686.8
											Past Right Shoulder Decreasing Milepost	1153465.36	111687.85
											Lane 1 Decreasing Milepost	1153463.61	111686.8
											Past Right Shoulder Increasing Milepost	1153463.61	111686.8
											Past Right Shoulder Decreasing Milepost	1153096.05	108634.08
											Intersecting Road Decreasing Milepost	1153134.84	108693.07
											Lane 1 Decreasing Milepost	1153135.32	108693.65
											Lane 1 Increasing Milepost	1152149.21	107358.3
											Intersecting Road Increasing Milepost	1152153.03	107393.23
											Lane 1 Increasing Milepost	1152153.03	107393.23
											Decreasing Other Location	1152219.53	107017.48
											Lane 1 Decreasing Milepost	1152219.53	107017.48
											Lane 1 Increasing Milepost	1152219.53	107017.48
											Lane 1 Decreasing Milepost	1152480.74	104025.76
											Lane 1 Increasing Milepost	1152377.01	103948.01
											Lane 1 Decreasing Milepost	1152423.25	103881.17
											Past Right Shoulder Decreasing Milepost	1152504.41	103935.94
											Decreasing Other Location	1152437.15	104024.8
											Lane 1 Increasing Milepost	1152387.86	103953.1
											Lane 2 Increasing Milepost	1152447.23	103890.01
											Lane 2 Decreasing Milepost	1152470.14	103890.13
											Lane 1 Decreasing Milepost	1152299.04	104426.41
											Lane 1 Decreasing Milepost	1152315.28	104189.31
											Lane 1 Decreasing Milepost	1152296.84	104457.07
											Lane 1 Decreasing Milepost	1152365.44	104285.2
Failing to Signal											Lane of Primary Trafficway	1152636.1	99721.52
											Past Right Shoulder Decreasing Milepost	1152594.07	99832.65
											Lane 1 Increasing Milepost	1152593.79	99723.39
											Past Right Shoulder Increasing Milepost	1152587.2	99453.43
											Lane 1 Decreasing Milepost	1152590.11	99454.29
											Lane 1 Increasing Milepost	1152590.11	99454.29
											Past Right Shoulder Increasing Milepost	1152590.11	99454.29
											Lane of Primary Trafficway	1151945.25	97940.01
											Past the Outside Shoulder of Primary Trafficway	1151945.25	97940.01
					Physically Impaired						Lane of Primary Trafficway	1151945.25	97940.01
											Lane of Primary Trafficway	1151945.25	97940.01
											Lane of Primary Trafficway	1151945.25	97940.01
											Lane of Primary Trafficway	1151945.25	97940.01
											Lane of Primary Trafficway	1150393.61	105566.36
											Intersecting Trafficway	1150456.09	105487.5
											Intersecting Trafficway	1146760.44	108137.26
											Lane of Primary Trafficway	1146646.89	108248.79
											Lane of Primary Trafficway	1145368.64	109020.49
											Lane of Primary Trafficway	1145320.74	109050.07
											Lane of Primary Trafficway	1145224.41	109111.55
											Lane of Primary Trafficway	1142143.4	111229.4
											Lane of Primary Trafficway	1142143.4	111229.4
											Lane of Primary Trafficway	1142143.4	111229.4
											Lane of Primary Trafficway	1142249.84	111201.87
											Lane of Primary Trafficway	1142143.4	111229.4
											Lane of Primary Trafficway	1142143.4	111229.4
											Lane of Primary Trafficway	1142143.4	111229.4
											Lane of Primary Trafficway	1142143.4	111229.4
		Past the Outside Sh	1158578.06	104745.56									
		Past the Outside Sh	1158578.21	104746.99									

Appendix C: Traffic Count Data

Type of peak hour being reported: Intersection Peak

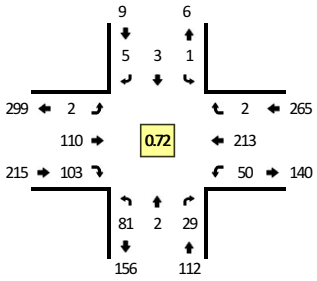
Method for determining peak hour: Total Entering

Item 1.

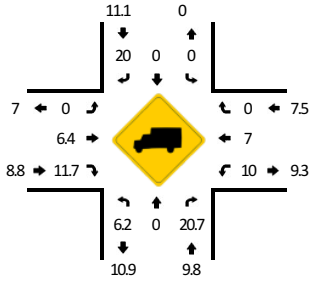
LOCATION: NE 232nd Ave -- NE 28th St
CITY/STATE: Fern Prairie, WA

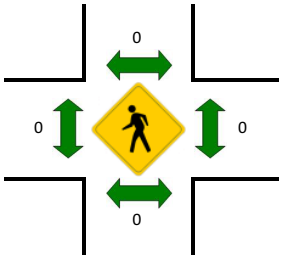
QC JOB #: 16977001
DATE: Tue, Apr 8 2025

Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

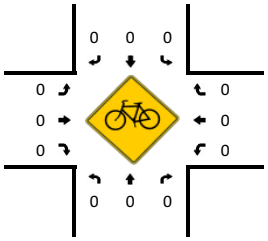


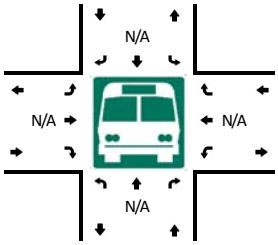




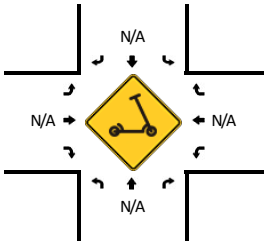












R* = RTOR

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
Scooters																					

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

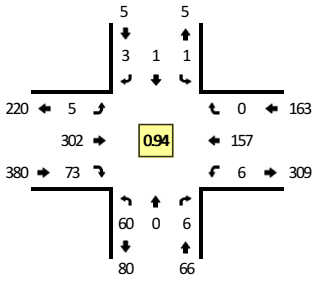
Method for determining peak hour: Total Entering

Item 1.

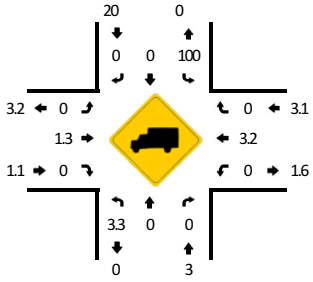
LOCATION: NE 232nd Ave -- NE 28th St
CITY/STATE: Fern Prairie, WA

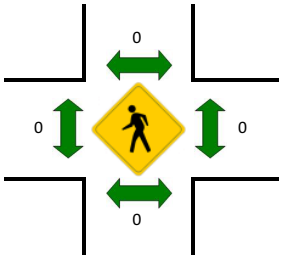
QC JOB #: 16977002
DATE: Tue, Apr 8 2025

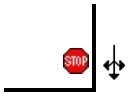
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

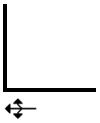


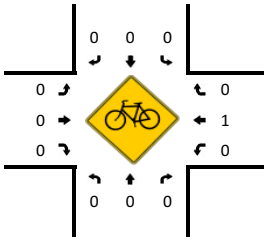


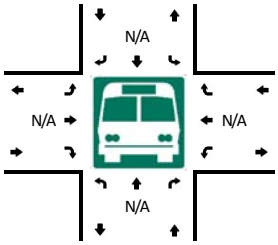


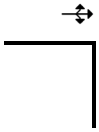


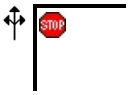


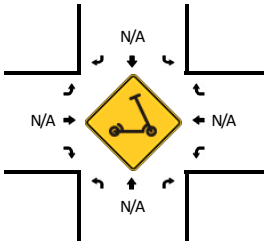












R* = RTOR

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																					
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 4:14 PM

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

Type of peak hour being reported: Intersection Peak

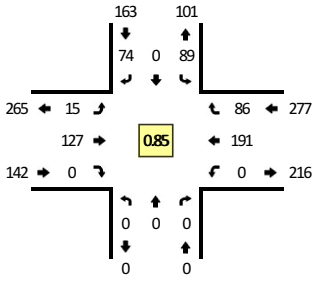
Method for determining peak hour: Total Entering

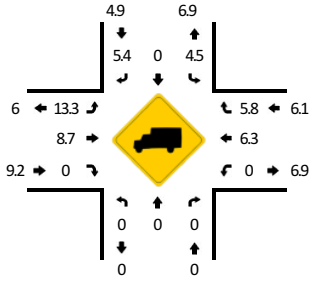
Item 1.

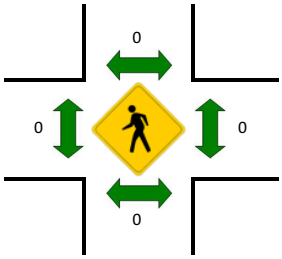
LOCATION: NE 242nd Ave (SR 500) -- NE 28th St
CITY/STATE: Fern Prairie, WA

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

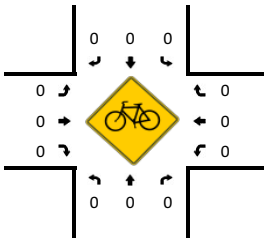
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

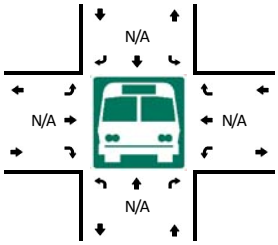




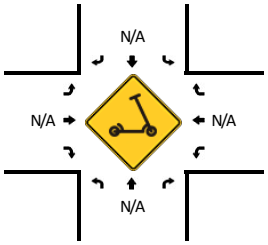












R* = RTOR

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			4	24	0			0	0	8			36
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 4:14 PM

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

Type of peak hour being reported: Intersection Peak

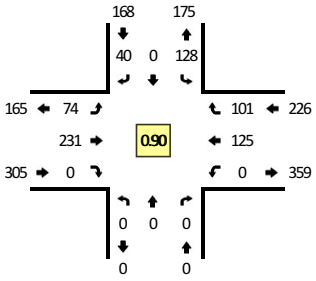
Method for determining peak hour: Total Entering

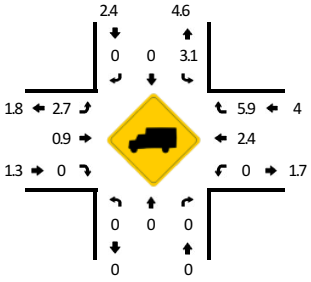
Item 1.

LOCATION: NE 242nd Ave (SR 500) -- NE 28th St
CITY/STATE: Fern Prairie, WA

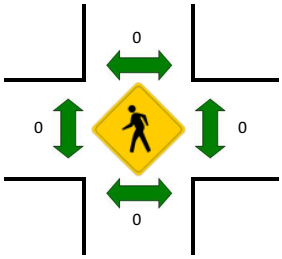
QC JOB #: 16977004
DATE: Tue, Apr 8 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

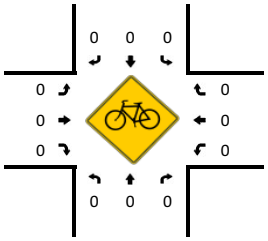


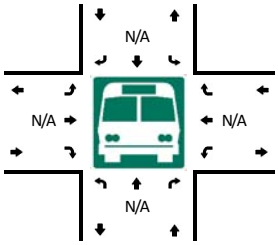


TRUE DATA TO IMPROVE MOBILITY

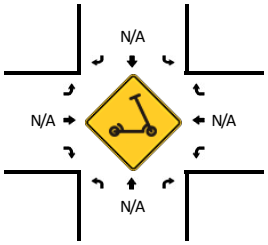












R* = RTOR

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	9	6	0	0	57	
4:05 PM	0	0	0	0	0	12	0	3	0	0	7	28	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	17	11	0	0	65	
4:15 PM	0	0	0	0	0	11	0	5	0	0	3	8	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	17	10	0	0	46	
4:25 PM	0	0	0	0	0	10	0	4	0	0	3	24	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	15	10	0	0	55	
4:35 PM	0	0	0	0	0	9	0	0	0	0	8	22	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	10	13	0	0	73	
4:45 PM	0	0	0	0	0	14	0	8	0	0	7	14	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	11	3	0	0	46	
4:55 PM	0	0	0	0	0	5	0	5	0	0	4	21	0	0	0	0	6	6	0	0	47	689
5:00 PM	0	0	0	0	0	14	0	1	0	0	5	17	0	0	0	0	10	10	0	0	57	689
5:05 PM	0	0	0	0	0	11	0	0	0	0	7	16	0	0	0	0	8	8	0	0	50	664
5:10 PM	0	0	0	0	0	6	0	3	0	0	8	21	0	0	0	0	11	9	0	0	58	657
5:15 PM	0	0	0	0	0	9	0	4	0	0	3	24	0	0	0	0	13	13	0	0	66	675
5:20 PM	0	0	0	0	0	16	0	2	0	0	7	23	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	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	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	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	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	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	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	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	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:

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

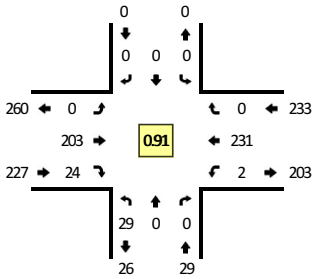
Method for determining peak hour: Total Entering

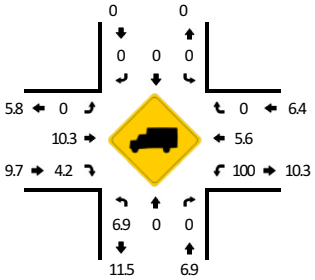
Item 1.

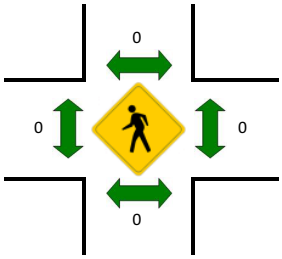
LOCATION: NE 249th Ave -- NE 25th St (SR 500)
CITY/STATE: Fern Prairie, WA

QC JOB #: 16977005
DATE: Tue, Apr 8 2025

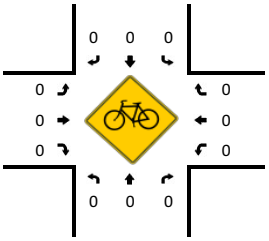
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

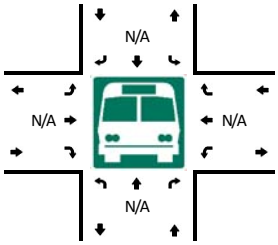




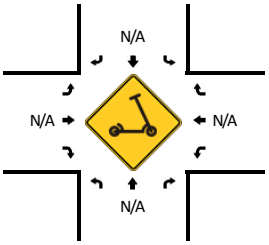












R* = RTOR

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	20	0	0	0	27	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	11	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	26	0	0	0	38	
7:15 AM	2	0	1	0	0	0	0	0	0	0	0	13	3	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	18	0	0	0	35	
7:25 AM	2	0	0	0	0	0	0	0	0	0	0	10	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	23	0	0	0	40	
7:35 AM	3	0	0	0	0	0	0	0	0	0	0	12	2	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	9	0	0	0	18	
7:45 AM	3	0	0	0	0	0	0	0	0	0	0	20	2	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	22	0	0	0	48	
7:55 AM	1	0	0	0	0	0	0	0	0	0	0	17	1	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	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	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	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	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	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	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	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	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	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	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	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	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	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
Scooters																					

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

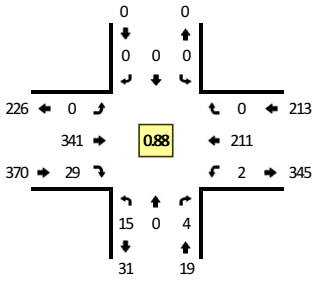
Method for determining peak hour: Total Entering

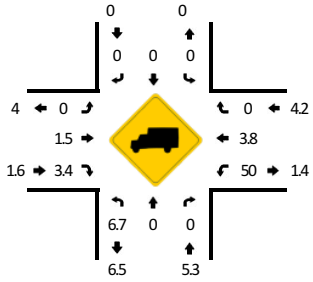
Item 1.

LOCATION: NE 249th Ave -- NE 25th St (SR 500)
CITY/STATE: Fern Prairie, WA

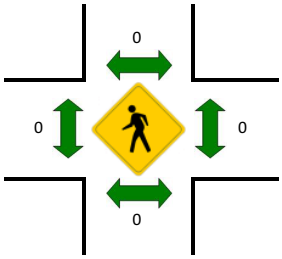
QC JOB #: 16977006
DATE: Tue, Apr 8 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

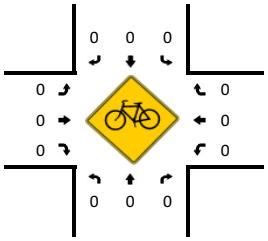


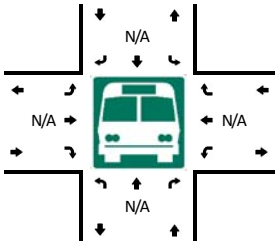


TRUE DATA TO IMPROVE MOBILITY

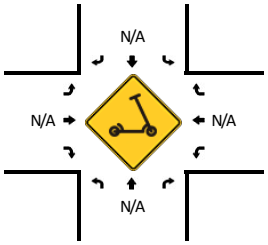












R* = RTOR

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	12	0	0	0	47	
4:05 PM	1	0	0	0	0	0	0	0	0	0	0	40	3	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	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	19	0	0	0	44	
4:20 PM	3	0	0	0	0	0	0	0	0	0	0	15	1	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	1	18	0	0	0	42	
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	34	2	0	0	1	23	0	0	0	62	
4:35 PM	2	0	0	0	0	0	0	0	0	0	0	23	6	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	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	11	0	0	0	37	
4:50 PM	1	0	0	0	0	0	0	0	0	0	0	24	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	13	0	0	0	45	588
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	29	0	0	0	0	18	0	0	0	48	589
5:05 PM	1	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	14	0	0	0	40	561
5:10 PM	2	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	20	0	0	0	53	561
5:15 PM	2	0	1	0	0	0	0	0	0	0	0	31	2	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	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	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	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	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	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	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	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	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	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
Scooters																					

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

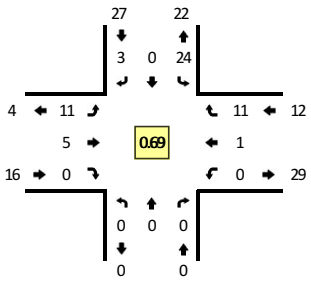
Method for determining peak hour: Total Entering

Item 1.

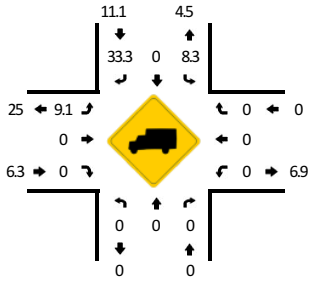
LOCATION: NE 249th Ave -- NE 14th St
CITY/STATE: Fern Prairie, WA

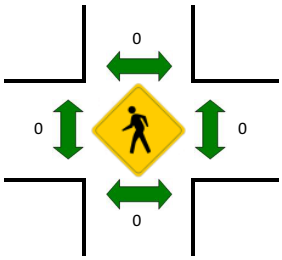
QC JOB #: 16977007
DATE: Tue, Apr 8 2025

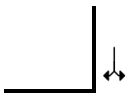
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

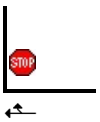


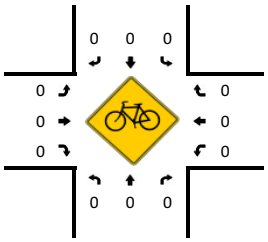


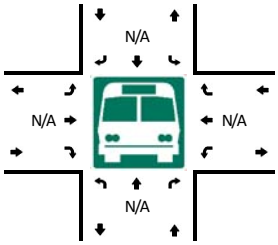


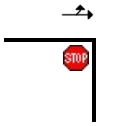


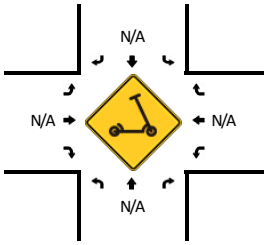












R* = RTOR

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	1	0	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																					
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

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

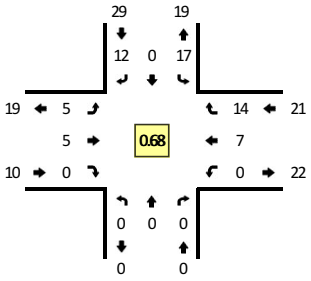
Method for determining peak hour: Total Entering

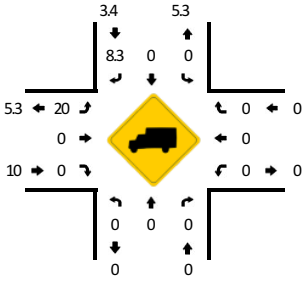
Item 1.

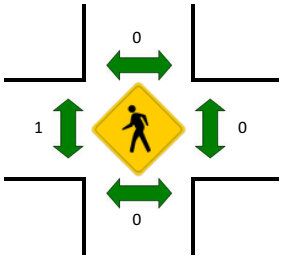
LOCATION: NE 249th Ave -- NE 14th St
CITY/STATE: Fern Prairie, WA

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

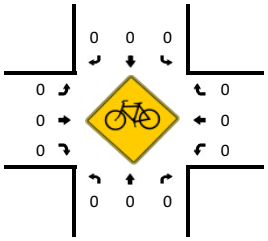
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

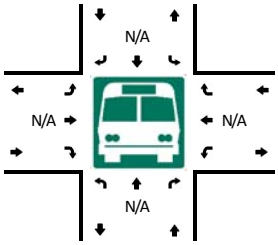




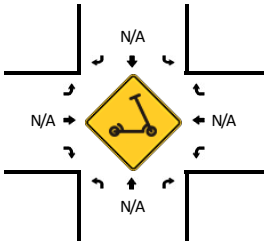












R* = RTOR

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	4	
4:05 PM	0	0	0	0	0	2	0	1	0	0	1	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	2	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	6	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	
4:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	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	5	
4:35 PM	0	0	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	2	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	6	
4:45 PM	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	2	1	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	1	
4:55 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	5	54
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	1	0	0	5	55
5:05 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	1	0	0	0	5	56
5:10 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	2	0	0	6	60
5:15 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	0	0	5	56
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	58
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	57
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	54
5:35 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	49
5:40 PM	0	0	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	7	50
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	47
5:50 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	51
5:55 PM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	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	88
Heavy Trucks	0	0	0			0	0	0			4	0	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
Scooters																					

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

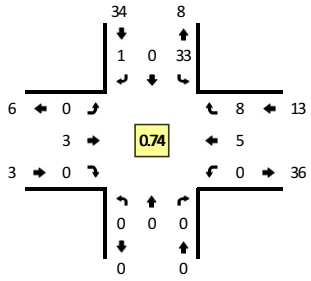
Method for determining peak hour: Total Entering

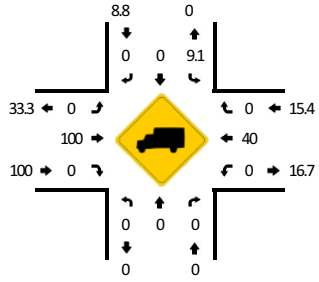
Item 1.

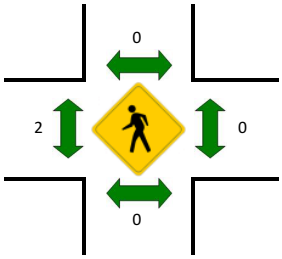
LOCATION: NE 257th Ave -- NE 3rd St
CITY/STATE: Fern Prairie, WA

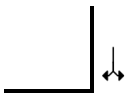
QC JOB #: 16977009
DATE: Tue, Apr 8 2025

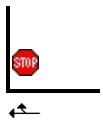
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

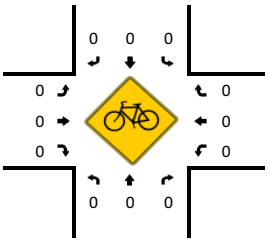


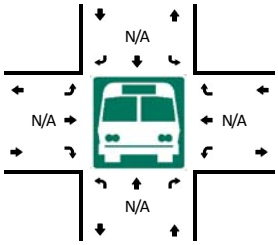


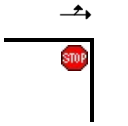


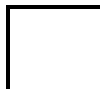


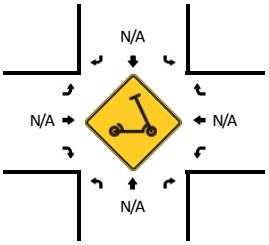












R* = RTOR

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
Scooters																					

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

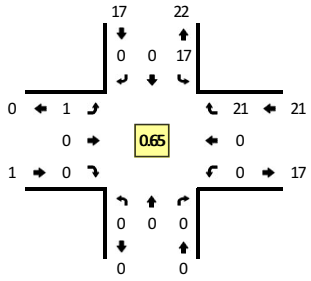
Method for determining peak hour: Total Entering

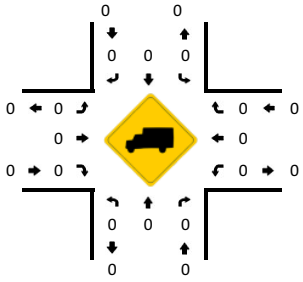
Item 1.

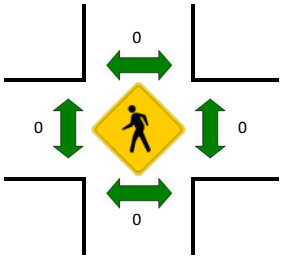
LOCATION: NE 257th Ave -- NE 3rd St
CITY/STATE: Fern Prairie, WA

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

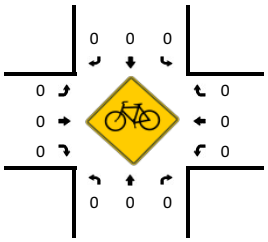
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

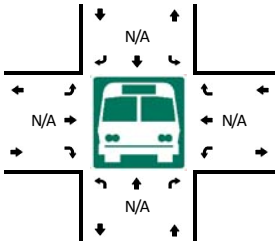




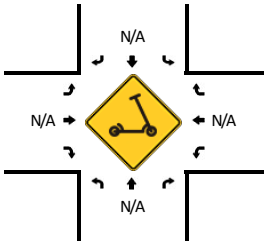












R* = RTOR

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	36
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	37
5:05 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	38
5:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5	39
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
Buses																					
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

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

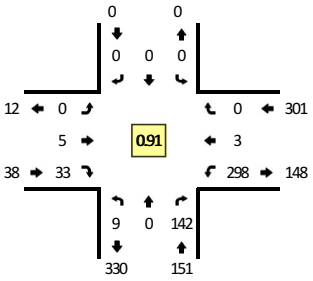
Method for determining peak hour: Total Entering

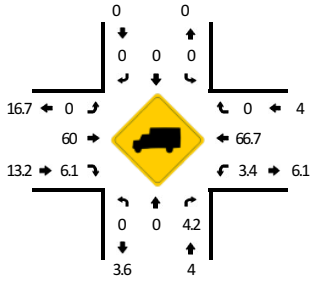
Item 1.

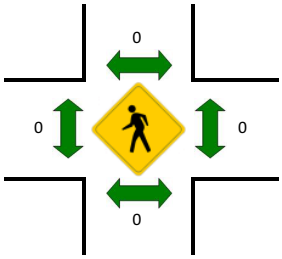
LOCATION: NE Everett St (SR 500) -- NE 3rd St
CITY/STATE: Clark, WA

QC JOB #: 16977011
DATE: Tue, Apr 8 2025

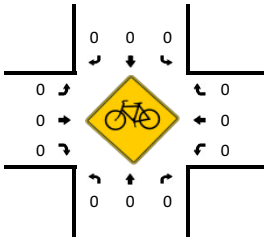
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

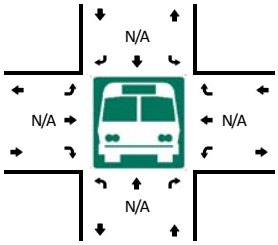




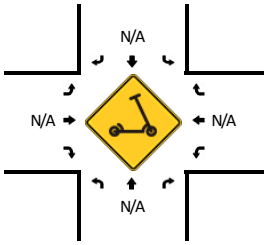












R* = RTOR

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	
7:55 AM	0	0	8	0	0	0	0	0	0	0	0	0	2	0	0	16	0	0	0	0	26	274
8:00 AM	2	0	13	0	0	0	0	0	0	0	0	0	2	0	0	29	0	0	0	0	46	307
8:05 AM	0	0	17	0	0	0	0	0	0	0	0	0	2	0	0	25	0	0	0	0	44	330
8:10 AM	0	0	16	0	0	0	0	0	0	0	0	0	3	0	0	26	0	0	0	0	45	356
8:15 AM	0	0	14	0	0	0	0	0	0	0	0	1	2	0	0	24	1	0	1	0	43	380
8:20 AM	3	0	8	0	0	0	0	0	0	0	0	2	5	0	0	19	0	0	0	0	37	402
8:25 AM	0	0	9	0	0	0	0	0	0	0	0	0	3	0	0	31	0	0	0	0	43	425
8:30 AM	0	0	10	0	0	0	0	0	0	0	0	1	3	0	0	27	0	0	0	0	41	442
8:35 AM	3	0	8	0	0	0	0	0	0	0	0	0	3	0	0	34	0	0	0	0	48	466
8:40 AM	1	0	14	0	0	0	0	0	0	0	0	1	2	0	0	16	0	0	0	0	34	478
8:45 AM	0	0	18	0	0	0	0	0	0	0	0	0	2	0	0	18	0	0	0	0	38	490
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
Scooters																					

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

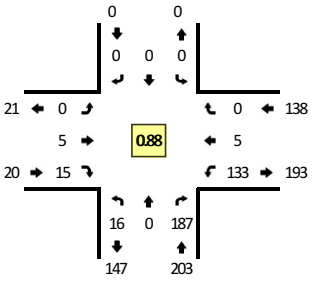
Method for determining peak hour: Total Entering

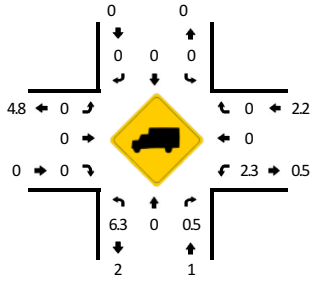
Item 1.

LOCATION: NE Everett St (SR 500) -- NE 3rd St
CITY/STATE: Clark, WA

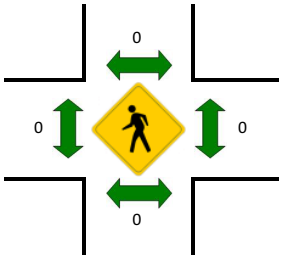
QC JOB #: 16977012
DATE: Tue, Apr 8 2025

Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

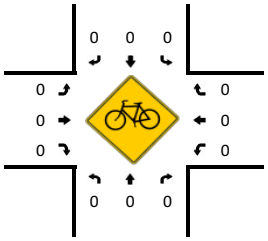


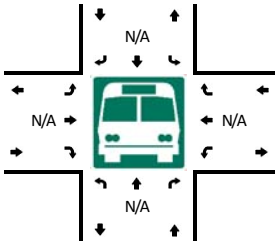


TRUE DATA TO IMPROVE MOBILITY

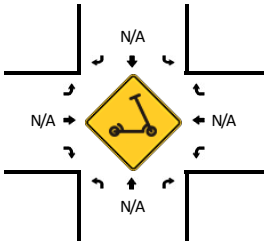












R* = RTOR

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
Scooters																					

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

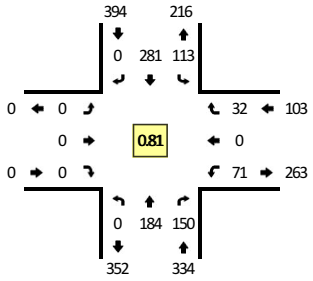
Method for determining peak hour: Total Entering

Item 1.

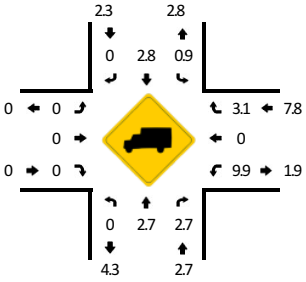
LOCATION: NE Everett St (SR 500) -- NE Everett Dr
CITY/STATE: Camas, WA

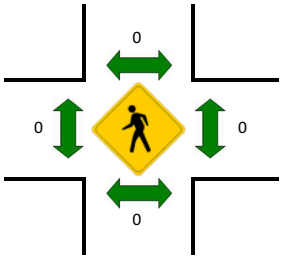
QC JOB #: 16977016
DATE: Tue, Apr 8 2025

Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

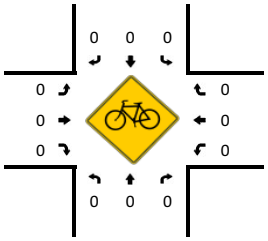


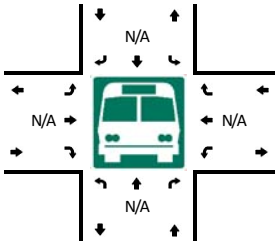




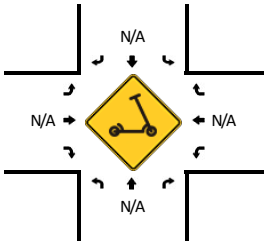












R* = RTOR

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
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

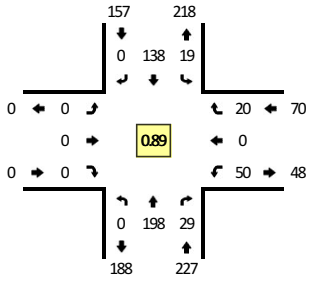
Method for determining peak hour: Total Entering

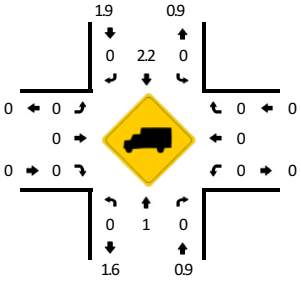
Item 1.

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

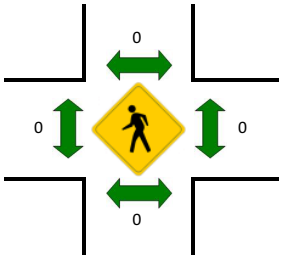
QC JOB #: 16977017
DATE: Tue, Apr 8 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

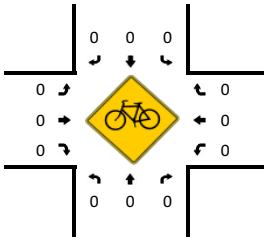


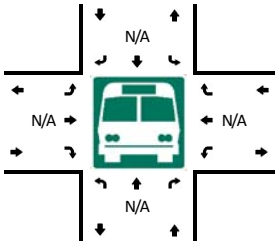


TRUE DATA TO IMPROVE MOBILITY

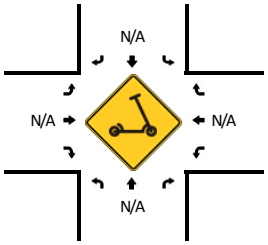












R* = RTOR

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
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

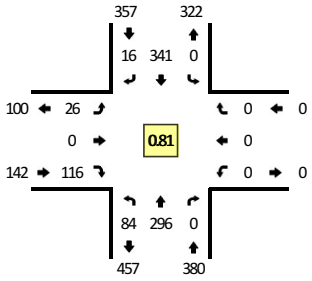
Method for determining peak hour: Total Entering

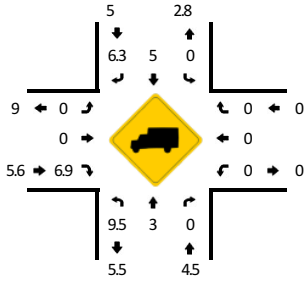
Item 1.

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

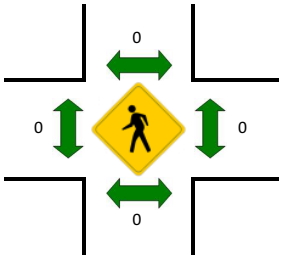
QC JOB #: 16977018
DATE: Tue, Apr 8 2025

Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

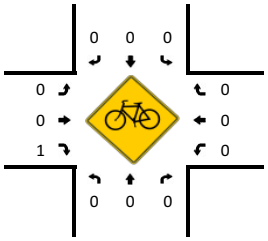


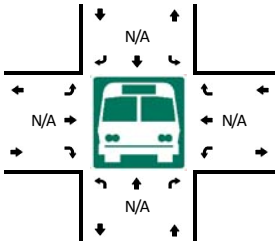


TRUE DATA TO IMPROVE MOBILITY

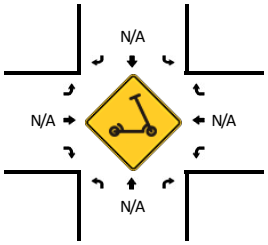












R* = RTOR

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	4	0	0	0	0	0	0	0	30	
7:05 AM	4	13	0	0	0	0	11	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	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	31	
7:20 AM	7	6	0	0	0	0	9	0	0	0	0	0	4	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	37	
7:30 AM	9	7	0	0	0	0	12	1	0	0	2	0	4	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	41	
7:40 AM	7	14	0	0	0	0	14	0	0	0	1	0	13	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	63	
7:50 AM	13	15	0	0	0	0	23	6	0	0	0	0	12	0	0	0	0	0	0	0	69	
7:55 AM	10	21	0	0	0	0	12	1	0	0	4	0	20	0	0	0	0	0	0	0	68	509
8:00 AM	2	30	0	0	0	0	12	1	0	0	6	0	18	0	0	0	0	0	0	0	69	548
8:05 AM	6	42	0	0	0	0	34	1	0	0	4	0	19	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	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	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	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	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	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	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	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	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	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	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	1084
Heavy Trucks	16	12	0			0	20	4			0	0	8			0	0	0			60
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

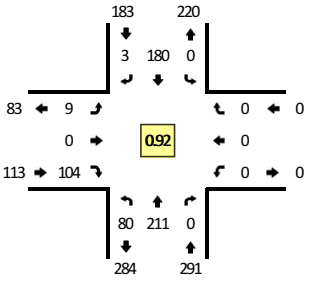
Method for determining peak hour: Total Entering

Item 1.

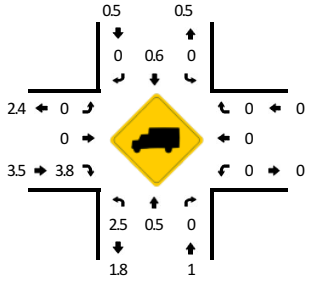
LOCATION: NE Everett St (SR 500) -- SE Leadbetter Rd
CITY/STATE: Camas, WA

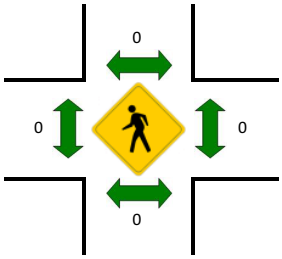
QC JOB #: 16977019
DATE: Tue, Apr 8 2025

Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

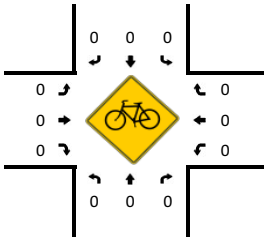


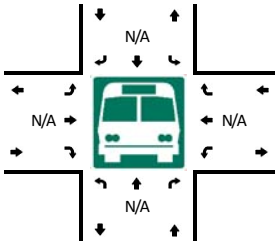




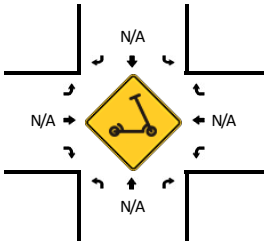












R* = RTOR

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	51	
4:05 PM	5	28	0	0	0	0	18	1	0	0	0	0	9	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	50	
4:15 PM	10	18	0	0	0	0	16	0	0	0	0	0	7	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	34	
4:25 PM	5	13	0	0	0	0	11	0	0	0	0	0	5	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	35	
4:35 PM	12	18	0	0	0	0	13	0	0	0	0	0	7	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	48	
4:45 PM	9	11	0	0	0	0	18	1	0	0	1	0	9	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	49	
4:55 PM	6	22	0	0	0	0	12	0	0	0	1	0	11	0	0	0	0	0	0	0	52	564
5:00 PM	6	22	0	0	0	0	11	0	0	0	0	0	7	0	0	0	0	0	0	0	46	559
5:05 PM	7	22	0	0	0	0	22	0	0	0	1	0	7	0	0	0	0	0	0	0	59	557
5:10 PM	10	16	0	0	0	0	14	0	0	0	1	0	11	0	0	0	0	0	0	0	52	559
5:15 PM	3	16	0	0	0	0	18	2	0	0	0	0	10	0	0	0	0	0	0	0	49	557
5:20 PM	2	20	0	0	0	0	8	0	0	0	0	0	4	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	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	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	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	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	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	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	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	640
Heavy Trucks	0	0	0			0	0	0			0	0	8			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
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

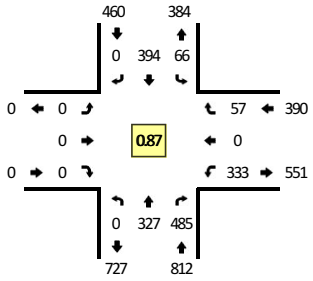
Method for determining peak hour: Total Entering

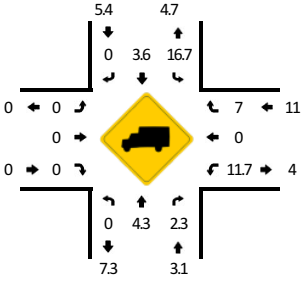
Item 1.

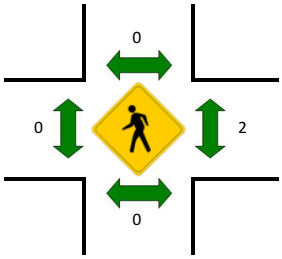
LOCATION: NE Everett St (SR 500) -- NE 43rd Ave
CITY/STATE: Camas, WA

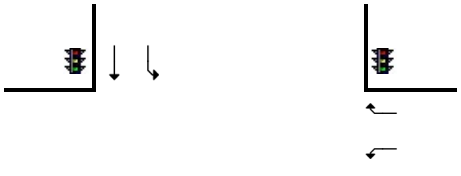
QC JOB #: 16977020
DATE: Tue, Apr 8 2025

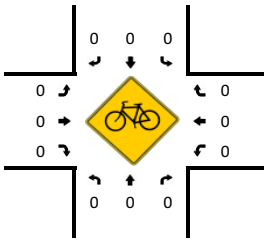
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

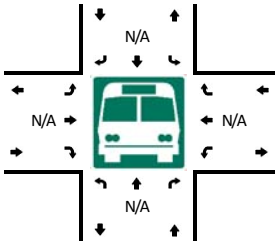




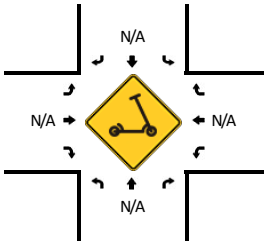












R* = RTOR

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
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

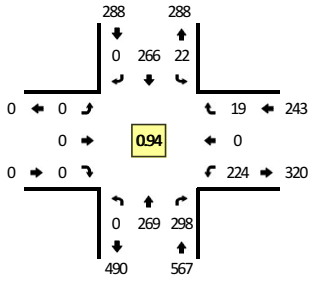
Method for determining peak hour: Total Entering

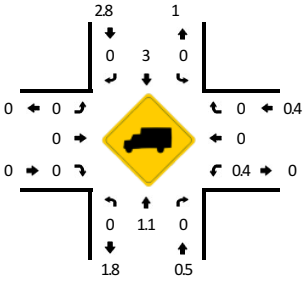
Item 1.

LOCATION: NE Everett St (SR 500) -- NE 43rd Ave
CITY/STATE: Camas, WA

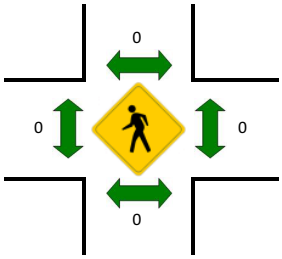
QC JOB #: 16977021
DATE: Tue, Apr 8 2025

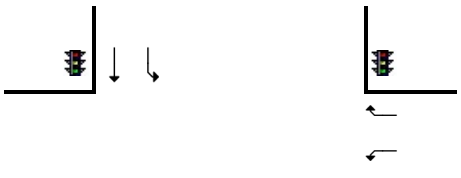
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

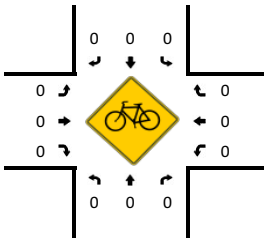


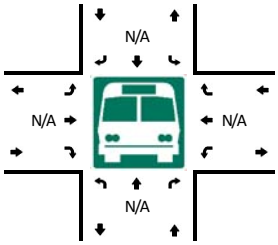


TRUE DATA TO IMPROVE MOBILITY

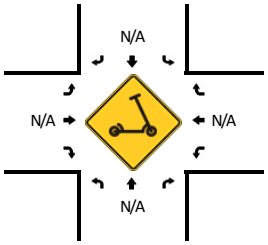












R* = RTOR

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*		
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
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

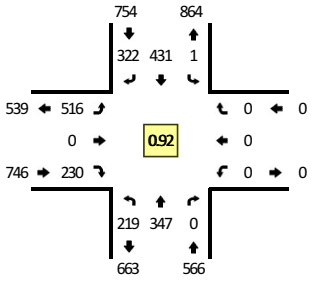
Method for determining peak hour: Total Entering

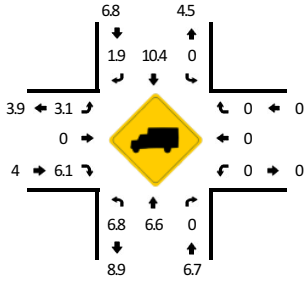
Item 1.

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

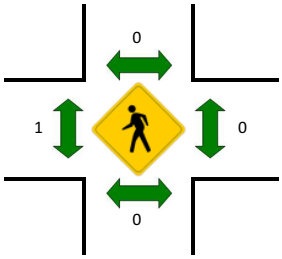
QC JOB #: 16977022
DATE: Tue, Apr 8 2025

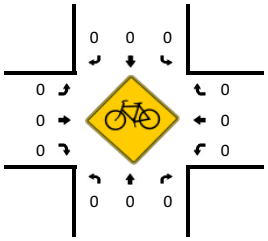
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

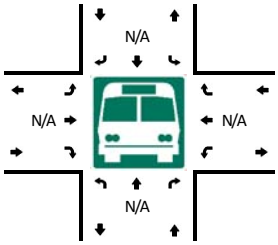


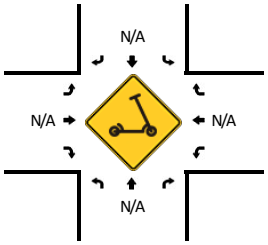


TRUE DATA TO IMPROVE MOBILITY









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	73	
7:05 AM	2	15	0	0	0	0	14	14	0	0	12	0	8	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	72	
7:15 AM	14	12	0	0	0	0	11	16	1	0	13	0	10	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	85	
7:25 AM	11	15	0	0	0	0	18	10	0	0	16	0	9	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	88	
7:35 AM	13	16	0	0	0	0	22	21	0	0	9	0	12	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	131	
7:45 AM	22	24	0	0	0	0	31	20	0	0	22	0	20	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	157	
7:55 AM	22	28	0	1	0	0	28	19	1	0	38	0	18	0	0	0	0	0	0	0	155	1214
8:00 AM	14	38	0	0	0	0	10	15	0	0	53	0	16	0	0	0	0	0	0	0	146	1287
8:05 AM	20	34	0	0	0	0	35	21	0	0	55	0	19	0	0	0	0	0	0	0	184	1406
8:10 AM	12	28	0	0	0	0	38	37	0	0	54	0	23	0	0	0	0	0	0	0	192	1526
8:15 AM	19	34	0	0	0	0	29	30	0	0	57	0	12	0	0	0	0	0	0	0	181	1630
8:20 AM	15	32	0	1	0	0	36	28	0	0	61	0	16	0	0	0	0	0	0	0	189	1734
8:25 AM	9	29	0	0	0	0	38	28	0	0	53	0	12	0	0	0	0	0	0	0	169	1824
8:30 AM	13	34	0	0	0	0	45	17	0	0	50	0	14	0	0	0	0	0	0	0	173	1909
8:35 AM	19	25	0	0	0	0	51	35	0	0	42	0	27	0	0	0	0	0	0	0	199	2015
8:40 AM	23	18	0	0	0	0	42	24	0	0	19	0	28	0	0	0	0	0	0	0	154	2038
8:45 AM	21	16	0	0	0	0	49	44	0	0	14	0	23	0	0	0	0	0	0	0	167	2066
8:50 AM	22	28	0	1	0	0	43	28	0	0	5	0	29	0	0	0	0	0	0	0	156	2065
8:55 AM	21	30	0	0	0	0	28	12	0	0	8	0	20	0	0	0	0	0	0	0	119	2029

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	2248
Heavy Trucks	12	28	0			0	20	12			40	0	4			0	0	0			116
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

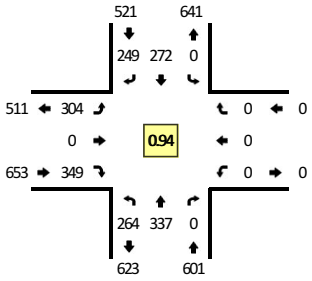
Method for determining peak hour: Total Entering

Item 1.

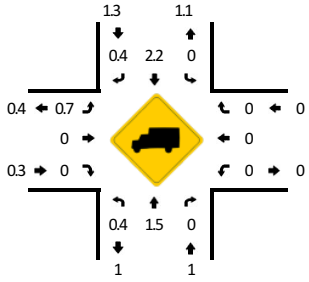
LOCATION: NE Everett St (SR 500) -- NW Lake Rd
CITY/STATE: Camas, WA

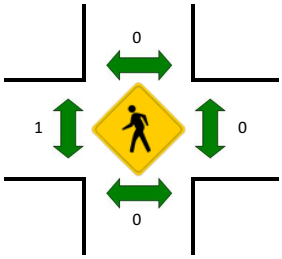
QC JOB #: 16977023
DATE: Tue, Apr 8 2025

Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

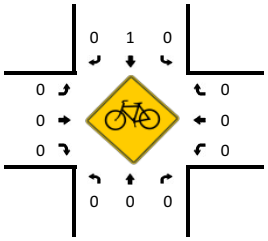


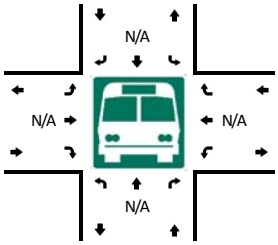




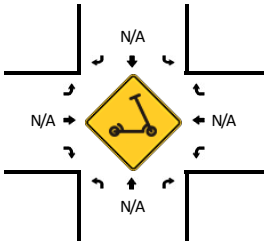












R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					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	4			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
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

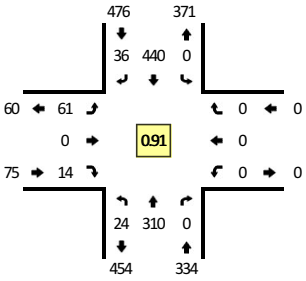
Method for determining peak hour: Total Entering

Item 1.

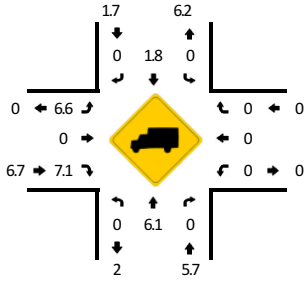
LOCATION: NE Everett St (SR 500) -- NE 17th Ave
CITY/STATE: Camas, WA

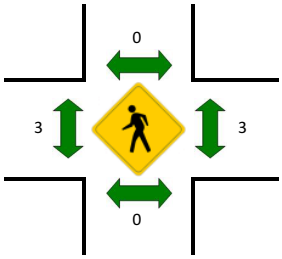
QC JOB #: 16977024
DATE: Tue, Apr 8 2025

Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

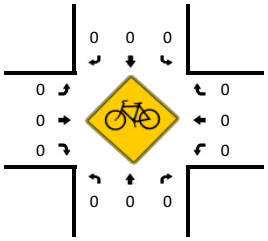


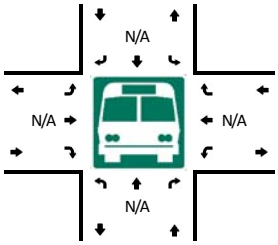




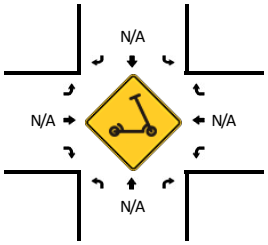












R* = RTOR

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	16	0			4	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
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

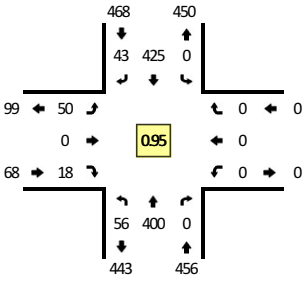
Method for determining peak hour: Total Entering

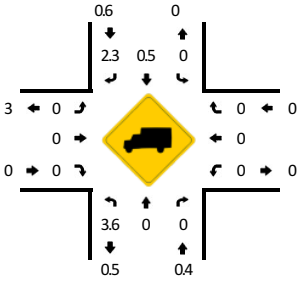
Item 1.

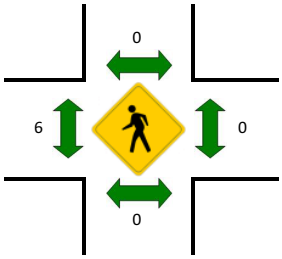
LOCATION: NE Everett St (SR 500) -- NE 17th Ave
CITY/STATE: Camas, WA

QC JOB #: 16977025
DATE: Tue, Apr 8 2025

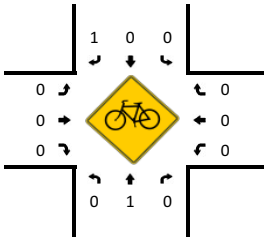
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

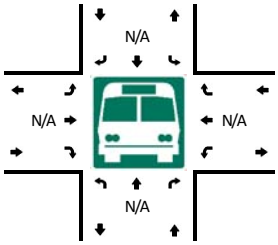




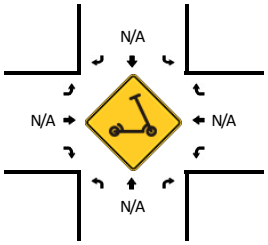












R* = RTOR

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	67	
4:05 PM	7	26	0	0	0	0	47	4	0	0	4	0	2	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	80	
4:15 PM	3	30	0	0	0	0	38	2	0	0	2	0	4	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	75	
4:25 PM	4	23	0	0	0	0	36	2	0	0	2	0	3	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	64	
4:35 PM	3	36	0	0	0	0	35	2	0	0	3	0	1	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	73	
4:45 PM	3	31	0	0	0	0	33	3	0	0	4	0	4	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	84	
4:55 PM	7	30	0	0	0	0	37	4	0	0	2	0	1	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	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	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	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	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	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	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	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	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	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	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	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	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	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

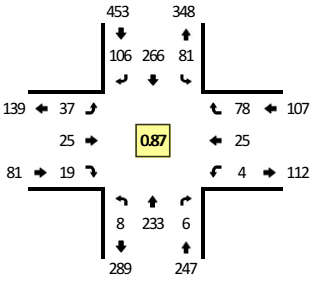
Method for determining peak hour: Total Entering

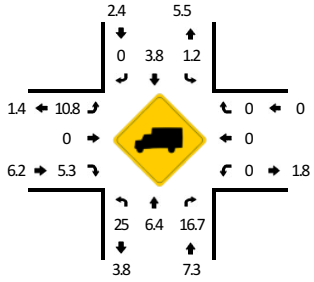
Item 1.

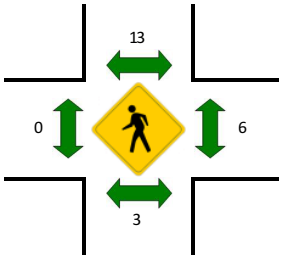
LOCATION: NE Everett St (SR 500) -- NE 15th Ave
CITY/STATE: Camas, WA

QC JOB #: 16977026
DATE: Tue, Apr 8 2025

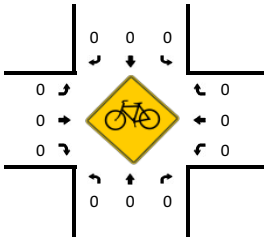
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

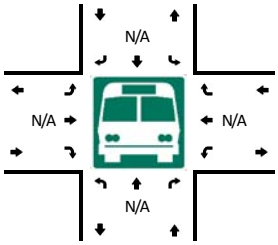




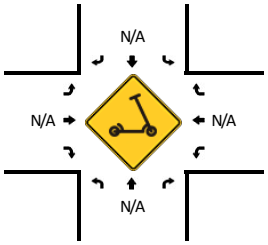












R* = RTOR

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

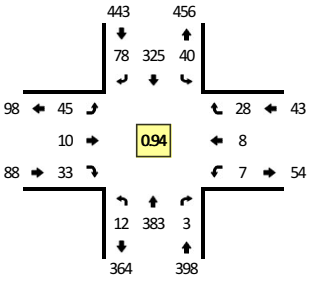
Method for determining peak hour: Total Entering

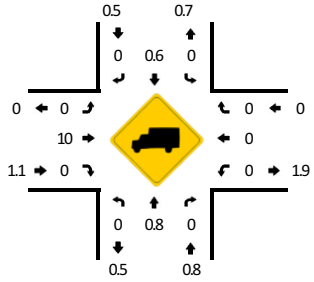
Item 1.

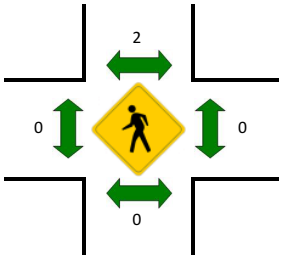
LOCATION: NE Everett St (SR 500) -- NE 15th Ave
CITY/STATE: Camas, WA

QC JOB #: 16977027
DATE: Tue, Apr 8 2025

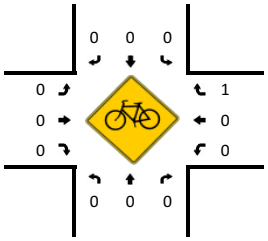
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

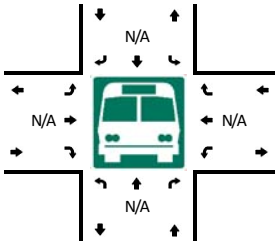




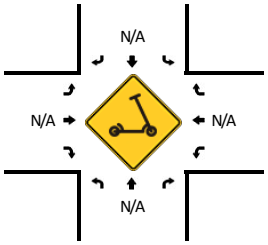












R* = RTOR

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	2	1	1	0	0	70	
4:35 PM	0	35	0	0	0	3	30	4	0	0	3	1	0	0	0	1	0	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	1	1	0	0	0	89	
4:55 PM	2	33	0	0	0	5	28	5	0	0	4	1	1	0	0	0	1	1	0	0	81	931
5:00 PM	0	36	0	0	0	3	25	5	0	0	8	3	4	0	0	2	1	1	0	0	88	954
5:05 PM	0	38	1	0	0	2	25	10	0	0	2	0	5	0	0	1	1	3	0	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	1	0	2	0	0	72	966
5:30 PM	1	40	0	0	0	4	21	5	0	0	2	0	1	0	0	0	1	1	0	0	76	972
5:35 PM	0	27	0	0	0	2	20	9	0	0	5	0	2	0	0	1	1	1	0	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	1	0	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	1	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	4	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

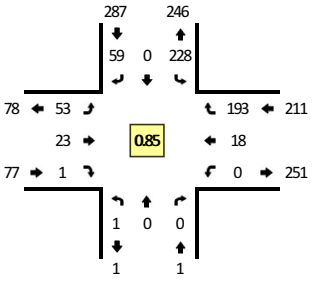
Method for determining peak hour: Total Entering

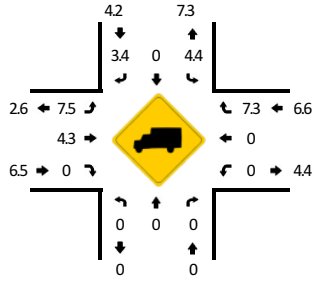
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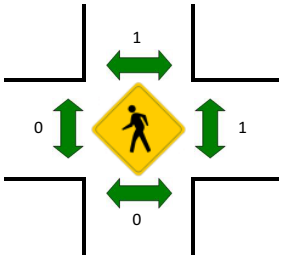
LOCATION: NE Everett St (SR 500) -- NE 14th Ave
CITY/STATE: Camas, WA

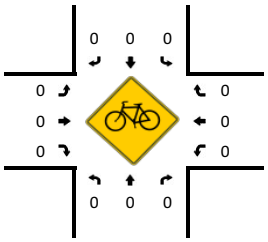
QC JOB #: 16977028
DATE: Tue, Apr 8 2025

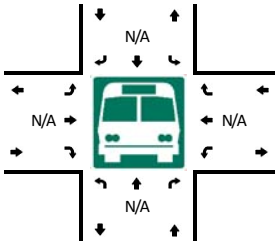
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

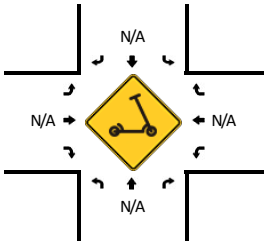












R* = RTOR

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			16	0	0			0	4	0			0	0	12			32
Buses																					
Pedestrians		0					0					0					4				4
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

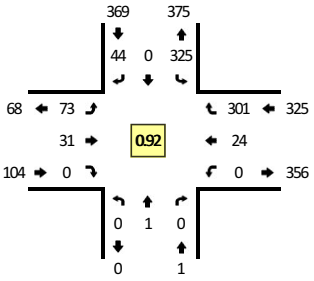
Method for determining peak hour: Total Entering

Item 1.

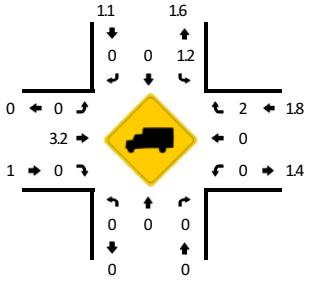
LOCATION: NE Everett St (SR 500) -- NE 14th Ave
CITY/STATE: Camas, WA

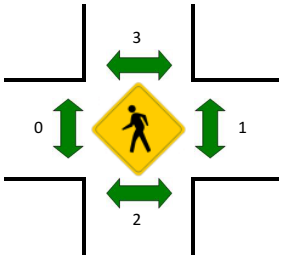
QC JOB #: 16977029
DATE: Tue, Apr 8 2025

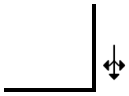
Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

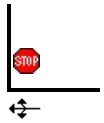


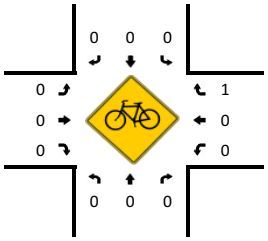
TRUE DATA TO IMPROVE MOBILITY

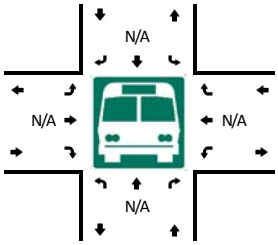


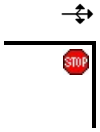


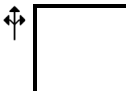


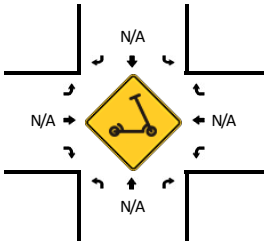












R* = RTOR

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*		
4:00 PM	0	0	0	0	0	18	0	5	0	0	5	2	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	1	26	0	0	64	
4:15 PM	0	0	0	0	0	28	0	7	0	0	5	2	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	22	0	0	61	
4:25 PM	0	0	0	0	0	30	0	5	0	0	4	2	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	1	20	0	0	64	
4:35 PM	0	0	0	0	0	26	0	6	0	0	4	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	2	22	0	0	57	
4:45 PM	0	0	0	0	0	30	0	4	0	0	6	1	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	2	29	0	0	68	
4:55 PM	0	0	0	0	0	23	0	5	0	0	10	5	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	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	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	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	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	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	21	0	0	54	785
5:30 PM	0	0	0	0	0	22	0	2	0	0	12	1	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	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	22	0	0	54	763
5:45 PM	0	0	0	0	0	21	1	2	0	0	3	4	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	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	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	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:

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

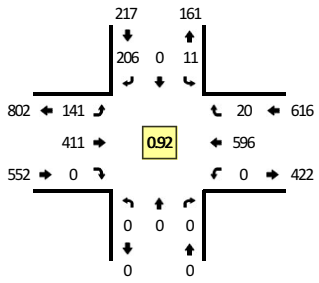
Method for determining peak hour: Total Entering

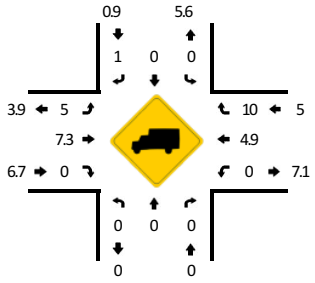
Item 1.

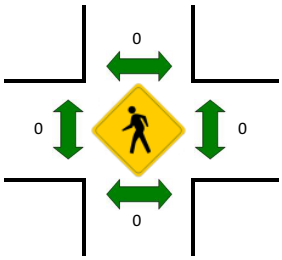
LOCATION: Division St -- NE 6th Ave
CITY/STATE: Camas, WA

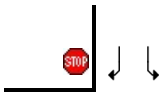
QC JOB #: 16977030
DATE: Tue, Apr 8 2025

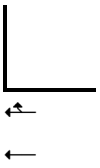
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

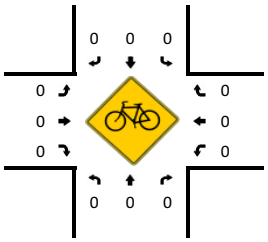


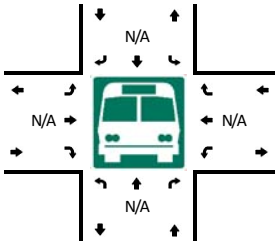


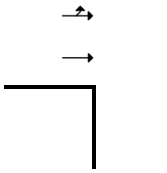




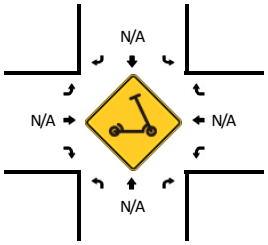












R* = RTOR

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*		
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	
7:55 AM	0	0	0	0	0	1	0	20	0	0	10	48	0	0	0	0	56	4	0	0	139	1178
8:00 AM	0	0	0	0	0	0	0	13	0	0	13	33	0	0	0	0	53	0	0	0	112	1221
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:

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

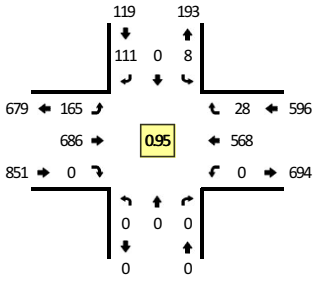
Method for determining peak hour: Total Entering

Item 1.

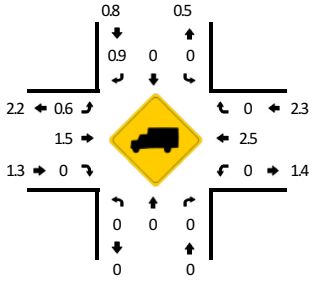
LOCATION: Division St -- NE 6th Ave
CITY/STATE: Camas, WA

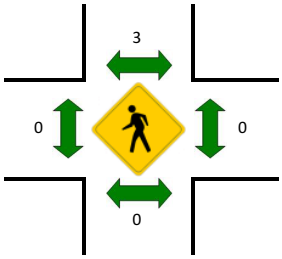
QC JOB #: 16977031
DATE: Tue, Apr 8 2025

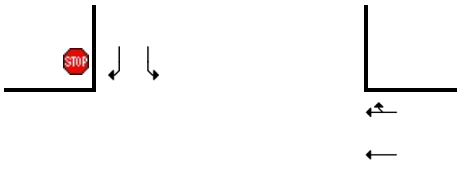
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

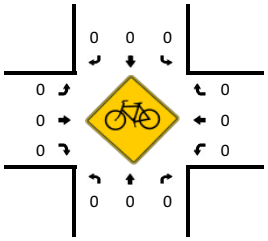


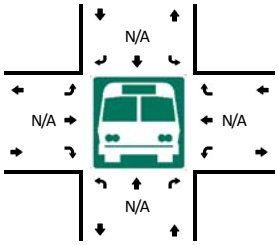




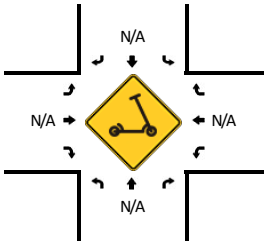












R* = RTOR

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	
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	1479
5:00 PM	0	0	0	0	0	1	0	12	0	0	15	52	0	0	0	0	39	3	0	0	122	1464
5:05 PM	0	0	0	0	0	0	0	7	0	0	13	61	0	0	0	0	59	2	0	0	142	1489
5:10 PM	0	0	0	0	0	0	0	13	0	0	13	60	0	0	0	0	51	0	0	0	137	1500
5:15 PM	0	0	0	0	0	1	0	5	0	0	17	59	0	0	0	0	47	3	0	0	132	1516
5:20 PM	0	0	0	0	0	1	0	12	0	0	13	48	0	0	0	0	54	6	0	0	134	1535
5:25 PM	0	0	0	0	0	0	0	8	0	0	10	62	0	0	0	0	40	2	0	0	122	1542
5:30 PM	0	0	0	0	0	1	0	12	0	0	15	57	0	0	0	0	37	1	0	0	123	1553
5:35 PM	0	0	0	0	0	2	0	9	0	0	18	58	0	0	0	0	43	2	0	0	132	1566
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:

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

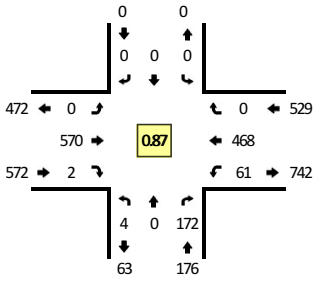
Method for determining peak hour: Total Entering

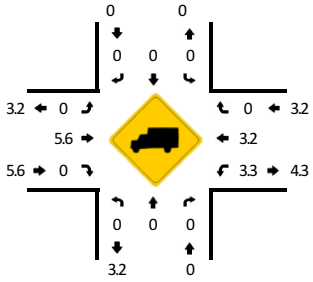
Item 1.

LOCATION: NW Lacamas Ln -- NW Lake Rd
CITY/STATE: Camas, WA

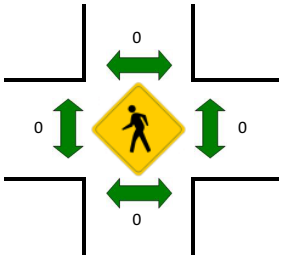
QC JOB #: 16977032
DATE: Tue, Apr 8 2025

Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

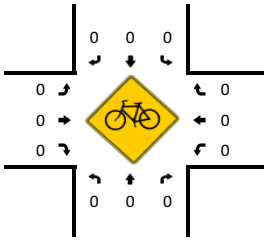


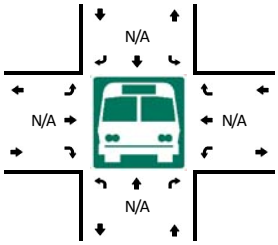


TRUE DATA TO IMPROVE MOBILITY

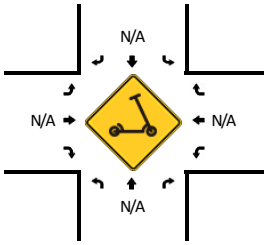












R* = RTOR

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
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

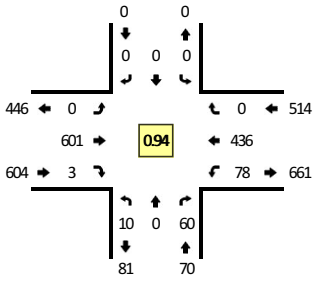
Method for determining peak hour: Total Entering

Item 1.

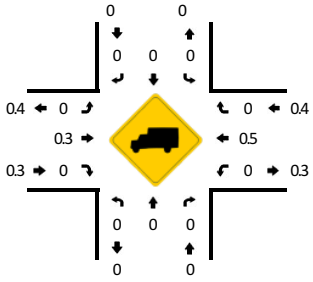
LOCATION: NW Lacamas Ln -- NW Lake Rd
CITY/STATE: Camas, WA

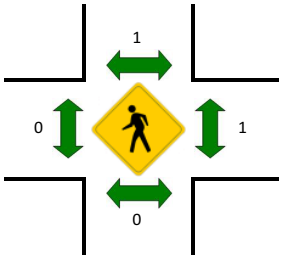
QC JOB #: 16977033
DATE: Tue, Apr 8 2025

Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

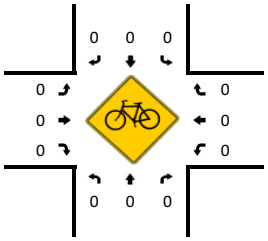


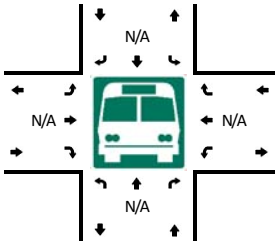




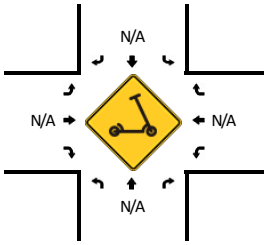












R* = RTOR

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	1061
5:00 PM	0	0	5	0	0	0	0	0	0	0	0	52	0	0	0	6	33	0	0	0	96	1076
5:05 PM	1	0	3	0	0	0	0	0	0	0	0	33	0	0	0	4	55	0	0	0	96	1084
5:10 PM	1	0	4	0	0	0	0	0	0	0	0	55	1	0	0	6	36	0	0	0	103	1108
5:15 PM	0	0	6	0	0	0	0	0	0	0	0	53	1	0	0	6	32	0	0	0	98	1124
5:20 PM	0	0	9	0	0	0	0	0	0	0	0	63	0	0	0	8	34	0	0	0	114	1157
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
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

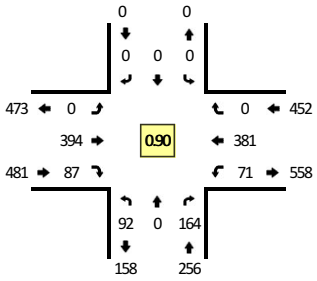
Method for determining peak hour: Total Entering

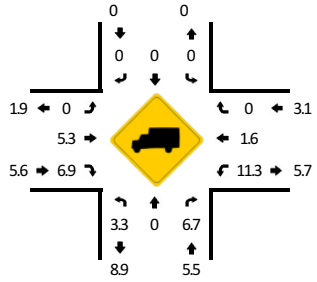
Item 1.

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

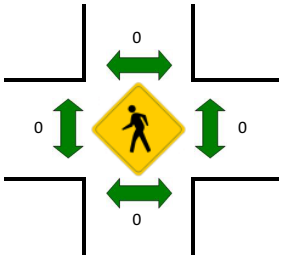
QC JOB #: 16977034
DATE: Tue, Apr 8 2025

Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

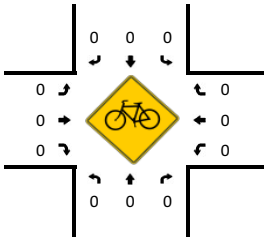


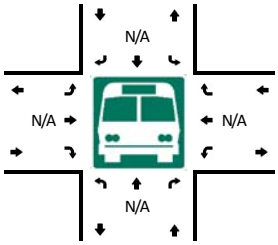




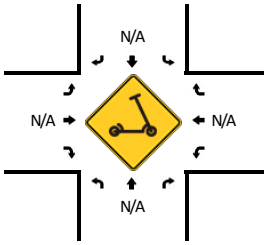












R* = RTOR

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	20	4			24	4	0			72
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

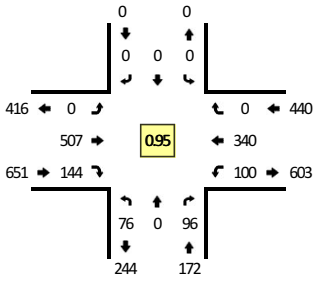
Method for determining peak hour: Total Entering

Item 1.

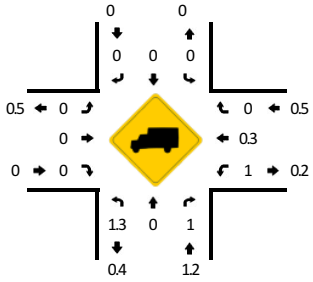
LOCATION: NW Sierra St -- NW Lake Rd
CITY/STATE: Camas, WA

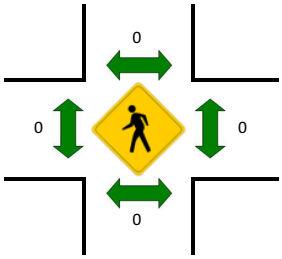
QC JOB #: 16977035
DATE: Tue, Apr 8 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

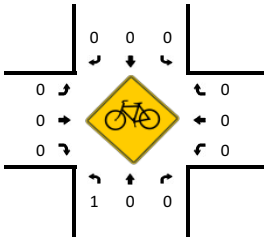


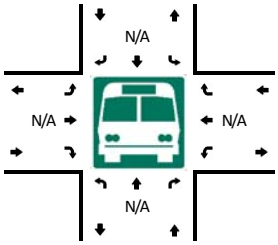




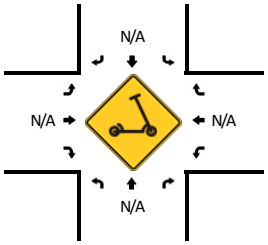












R* = RTOR

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	
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	1173
5:00 PM	7	0	10	0	0	0	0	0	0	0	0	43	7	0	0	4	19	0	0	0	90	1163
5:05 PM	6	0	6	0	0	0	0	0	0	0	0	33	12	0	0	12	37	0	0	0	106	1177
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
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

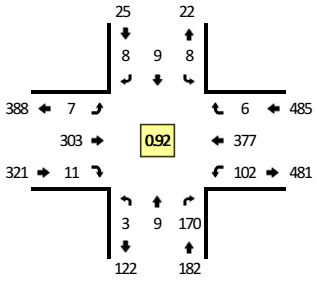
Method for determining peak hour: Total Entering

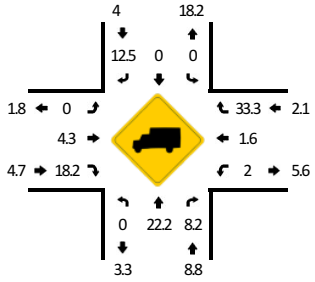
Item 1.

LOCATION: NW Leadbetter Dr -- NW Lake Rd
CITY/STATE: Camas, WA

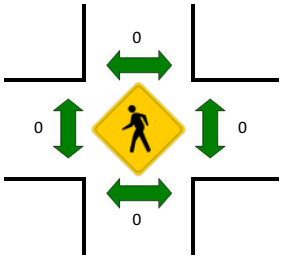
QC JOB #: 16977036
DATE: Tue, Apr 8 2025

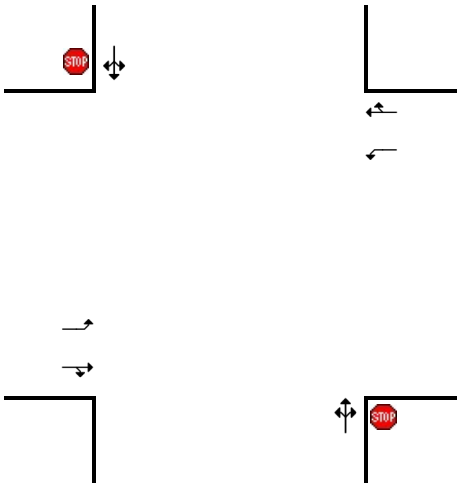
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

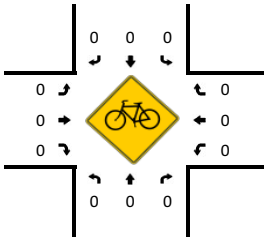


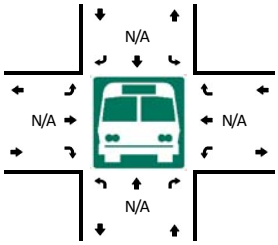


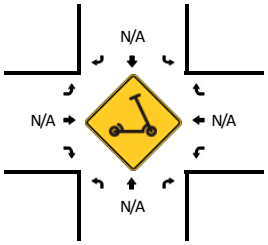
TRUE DATA TO IMPROVE MOBILITY











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

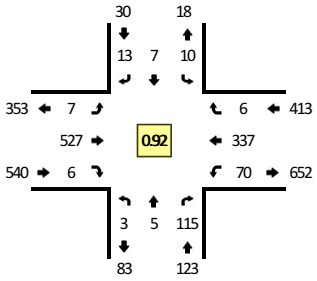
Method for determining peak hour: Total Entering

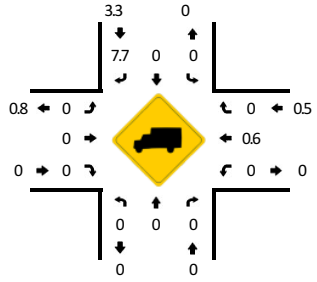
Item 1.

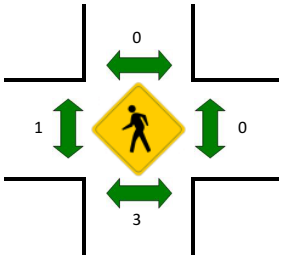
LOCATION: NW Leadbetter Dr -- NW Lake Rd
CITY/STATE: Camas, WA

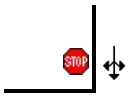
QC JOB #: 16977037
DATE: Tue, Apr 8 2025

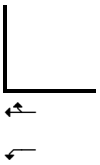
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

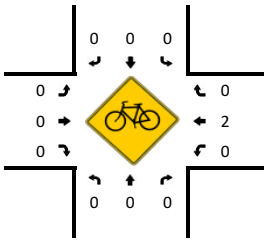


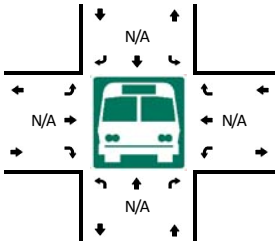


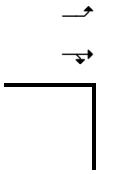


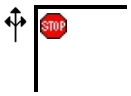


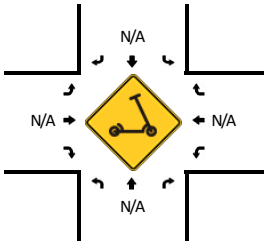












R* = RTOR

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
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

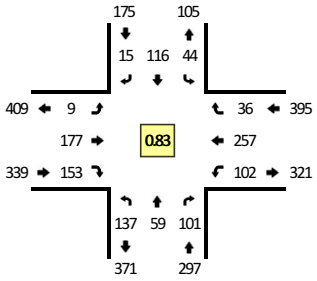
Method for determining peak hour: Total Entering

Item 1.

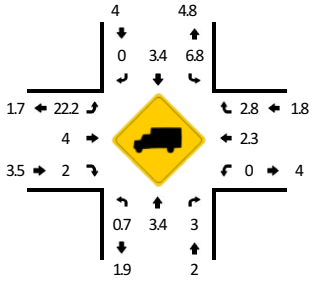
LOCATION: NW Parker St -- NW Lake Rd
CITY/STATE: Camas, WA

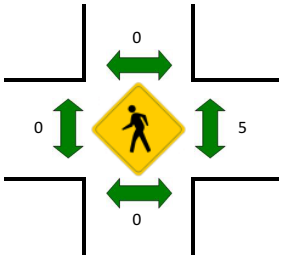
QC JOB #: 16977038
DATE: Tue, Apr 8 2025

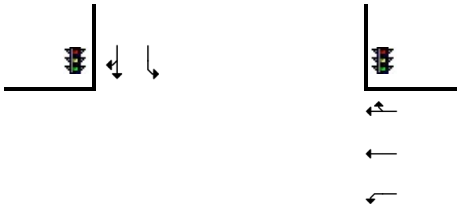
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

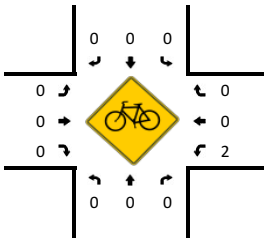


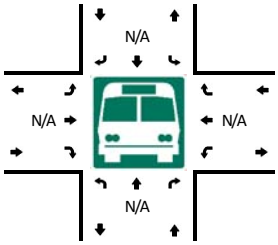


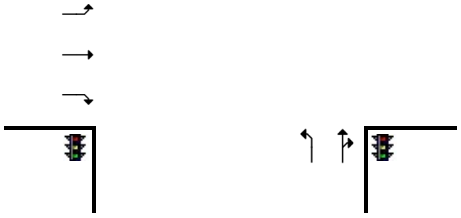


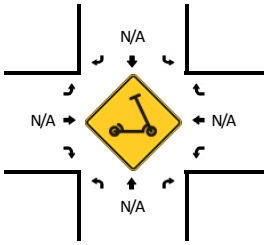












R* = RTOR

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*		
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	
7:55 AM	7	10	5	0	2	3	19	1	0	0	1	12	12	0	12	17	19	1	0	2	123	875
8:00 AM	15	5	4	0	1	7	10	1	0	0	1	15	8	0	8	7	25	3	0	0	110	932
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:

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

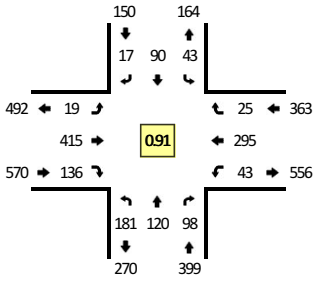
Method for determining peak hour: Total Entering

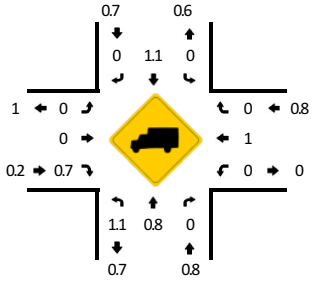
Item 1.

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

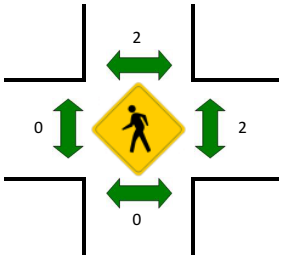
QC JOB #: 16977039
DATE: Tue, Apr 8 2025

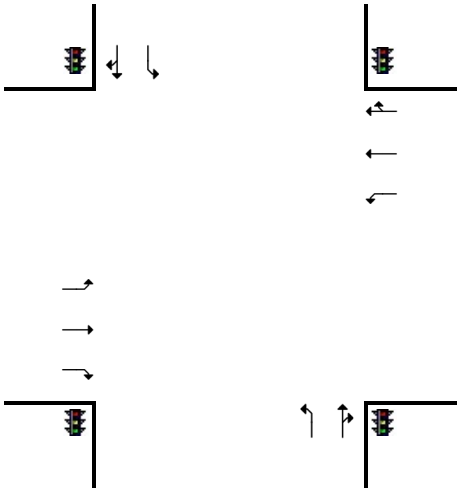
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

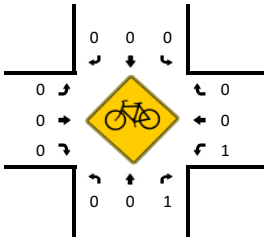


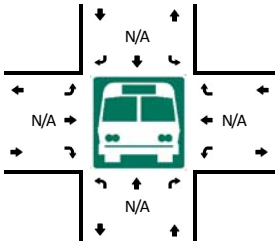


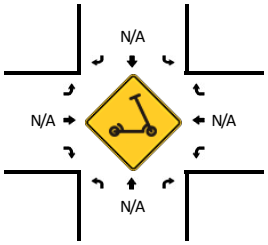
TRUE DATA TO IMPROVE MOBILITY











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	
4:55 PM	8	11	4	0	3	3	3	1	0	0	2	25	8	0	3	5	21	1	0	1	99	1384
5:00 PM	15	19	7	1	1	0	10	1	0	2	1	33	6	0	1	2	18	0	0	0	117	1392
5:05 PM	17	11	4	0	0	6	10	0	0	0	3	37	9	0	2	4	26	4	0	3	136	1420
5:10 PM	19	10	6	0	4	0	10	1	0	0	1	44	5	0	3	9	21	1	0	0	134	1438
5:15 PM	15	10	8	0	2	3	4	3	0	0	1	35	3	0	5	2	18	2	0	1	112	1455
5:20 PM	13	12	8	0	0	4	9	3	0	1	1	46	5	0	2	1	21	2	0	1	129	1474
5:25 PM	11	7	7	0	1	2	6	0	0	1	1	35	11	0	8	2	18	1	0	0	111	1482
5:30 PM	8	8	9	0	2	1	5	0	0	0	5	23	9	0	3	0	24	0	0	1	98	1462
5:35 PM	13	10	2	0	1	1	11	1	0	0	2	38	10	0	12	4	21	1	0	1	128	1464
5:40 PM	12	11	4	0	2	1	11	1	0	0	0	39	7	0	5	9	25	2	0	1	130	1463
5:45 PM	5	8	6	0	2	5	11	0	0	0	1	36	17	0	7	7	21	2	0	0	128	1443
5:50 PM	16	8	2	0	0	3	7	0	0	1	2	30	13	0	5	3	8	0	0	0	98	1420
5:55 PM	19	6	1	0	1	2	3	0	0	0	0	30	3	0	6	6	25	4	0	1	107	1428

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
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

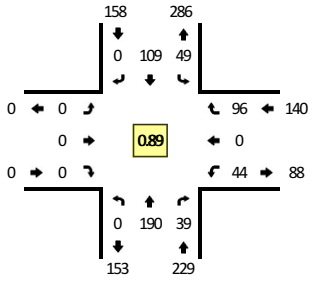
Method for determining peak hour: Total Entering

Item 1.

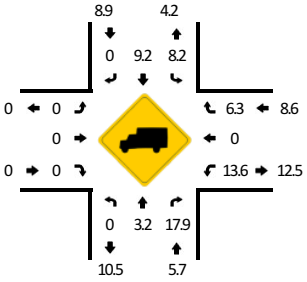
LOCATION: SE 283rd Ave -- SE 23rd St
CITY/STATE: Camas, WA

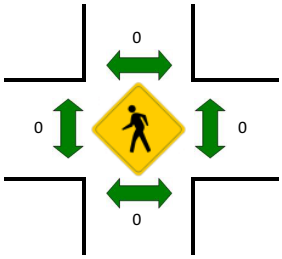
QC JOB #: 17021001
DATE: Tue, Apr 22 2025

Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

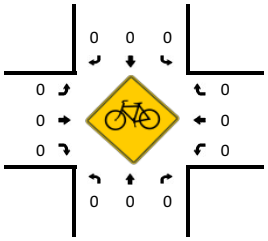


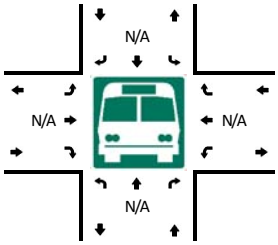




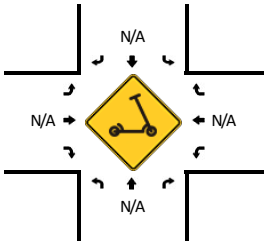












5-Min Count Period Beginning At	SE 283rd Ave (Northbound)				SE 283rd Ave (Southbound)				SE 23rd St (Eastbound)				SE 23rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	9	2	0	1	5	0	0	0	0	0	0	2	0	0	0	19	
7:05 AM	0	6	1	0	0	4	0	0	0	0	0	0	2	0	1	0	14	
7:10 AM	0	9	1	0	2	11	0	0	0	0	0	0	3	0	2	0	28	
7:15 AM	0	7	2	0	3	7	0	0	0	0	0	0	4	0	1	0	24	
7:20 AM	0	6	4	0	1	10	0	0	0	0	0	0	2	0	4	0	27	
7:25 AM	0	6	1	0	6	3	0	0	0	0	0	0	0	0	6	0	22	
7:30 AM	0	2	4	0	1	8	0	0	0	0	0	0	4	0	6	0	25	
7:35 AM	0	7	6	0	0	10	0	0	0	0	0	0	5	0	2	0	30	
7:40 AM	0	11	6	0	1	3	0	0	0	0	0	0	5	0	8	0	34	
7:45 AM	0	9	2	0	2	12	0	0	0	0	0	0	6	0	7	0	38	
7:50 AM	0	16	4	0	3	15	0	0	0	0	0	0	6	0	8	0	52	
7:55 AM	0	20	3	0	2	9	0	0	0	0	0	0	7	0	11	0	52	365
8:00 AM	0	16	4	0	0	10	0	0	0	0	0	0	2	0	8	0	40	386
8:05 AM	0	17	1	0	7	9	0	0	0	0	0	0	2	0	9	0	45	417
8:10 AM	0	19	4	0	4	7	0	0	0	0	0	0	4	0	7	0	45	434
8:15 AM	0	18	2	0	9	3	0	0	0	0	0	0	3	0	5	0	40	450
8:20 AM	0	18	0	0	7	7	0	0	0	0	0	0	1	0	13	0	46	469
8:25 AM	0	24	6	0	7	10	0	0	0	0	0	0	2	0	9	0	58	505
8:30 AM	0	17	2	0	2	12	0	0	0	0	0	0	2	0	9	0	44	524
8:35 AM	0	5	5	0	5	12	0	0	0	0	0	0	4	0	2	0	33	527
8:40 AM	0	6	3	0	5	8	0	0	0	0	0	0	2	0	2	0	26	519
8:45 AM	0	4	5	0	6	6	0	0	0	0	0	0	4	0	5	0	30	511
8:50 AM	0	8	3	0	4	7	0	0	0	0	0	0	6	0	2	0	30	489
8:55 AM	0	2	6	0	5	10	0	0	0	0	0	0	2	0	1	0	26	463

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	236	32	0	64	116	0	0	0	0	0	0	20	0	124	0	592
Heavy Trucks	0	12	8		8	16	0		0	0	0		0	0	4		48
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 4/29/2025 4:15 PM

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

Type of peak hour being reported: Intersection Peak

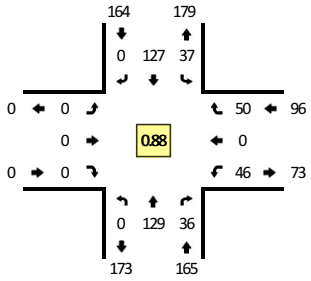
Method for determining peak hour: Total Entering

Item 1.

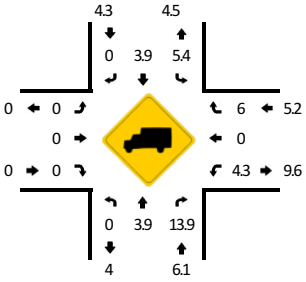
LOCATION: SE 283rd Ave -- SE 23rd St
CITY/STATE: Camas, WA

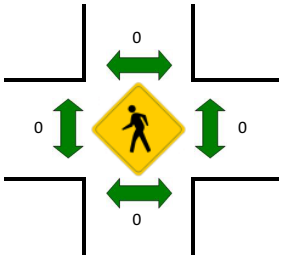
QC JOB #: 17021002
DATE: Tue, Apr 22 2025

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

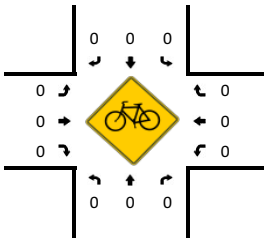


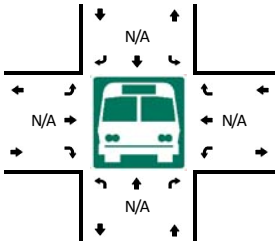




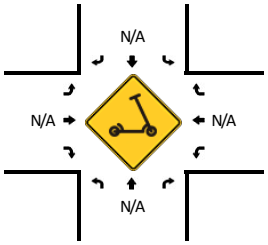












5-Min Count Period Beginning At	SE 283rd Ave (Northbound)				SE 283rd Ave (Southbound)				SE 23rd St (Eastbound)				SE 23rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	16	4	0	1	11	0	0	0	0	0	0	3	0	4	0	39	
4:05 PM	0	16	2	0	5	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
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	Tue 8 Apr 25	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	Tue 8 Apr 25	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)

TRUE DATA TO IMPROVE MOBILITY

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	Tue 8 Apr 25	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)

TRUE DATA TO IMPROVE MOBILITY

Appendix D: Existing Conditions Analysis Worksheets

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

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

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	-

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	-	-

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)	-	-	-

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	-	-

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	NBR	WBLn1	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	-

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	-	-



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+I1), 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

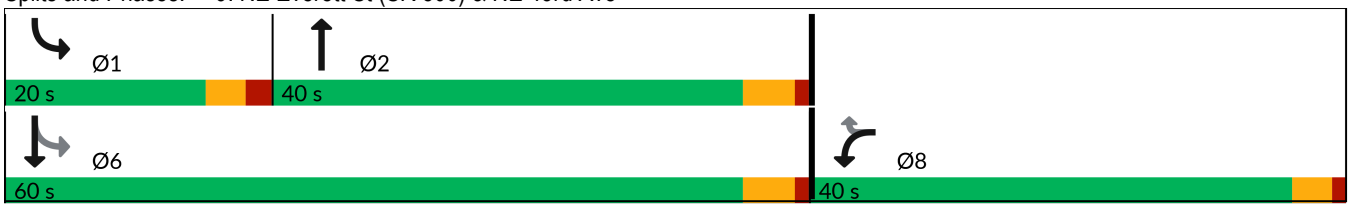
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

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 Effct 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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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: 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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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	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

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

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	-

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	-

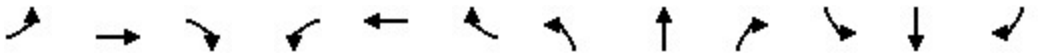
Intersection	
Int Delay, s/veh	4

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



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+I1), 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

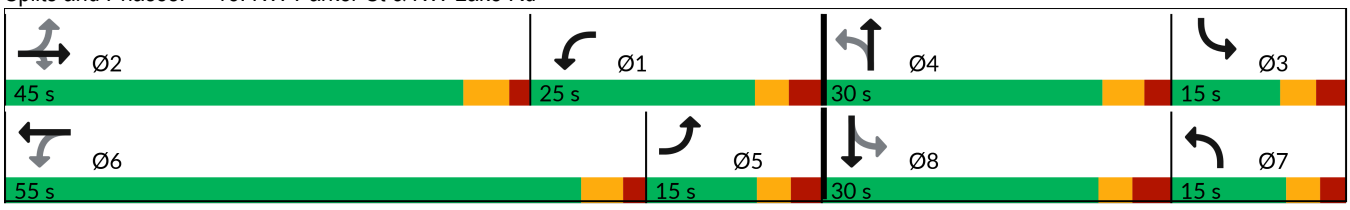
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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 Effct 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



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	NBR	WBLn1	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	-

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

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

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	-

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	-	-

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	-	-

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	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	NBR	WBLn1	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	-

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	-	-



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+I1), 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

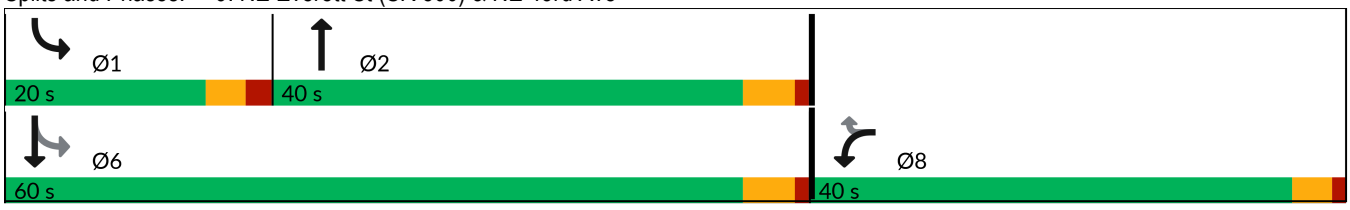
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
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 Effct 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



Item 1.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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: 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.

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane 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	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	165	686	568	28	8	111
Future Vol, veh/h	165	686	568	28	8	111
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	174	722	598	29	8	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	630	0	-	0	1324	317
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	708	-
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	955	-	-	-	270	732
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	952	-	-	-	207	730
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.06	0	11.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	698	-	-	-	207	730
HCM Lane V/C Ratio	0.182	-	-	-	0.041	0.16
HCM Ctrl Dly (s/v)	9.6	1.5	-	-	23.1	10.9
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1	0.6

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	-

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	-

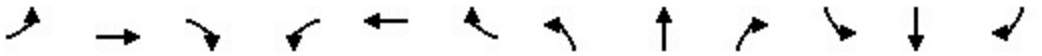
Intersection	
Int Delay, s/veh	3

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



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+I1), 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

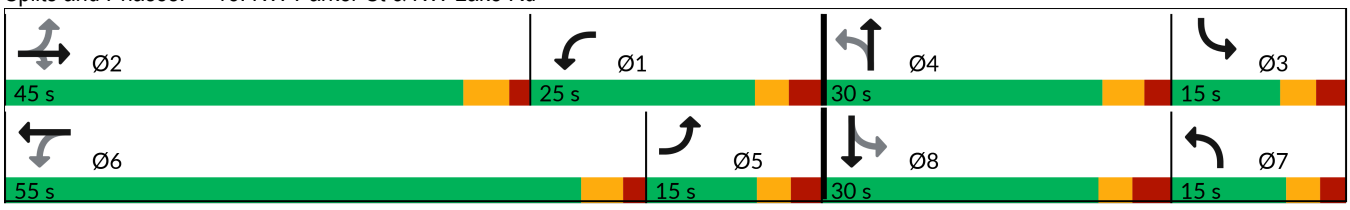
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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 Effct 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



Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane 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

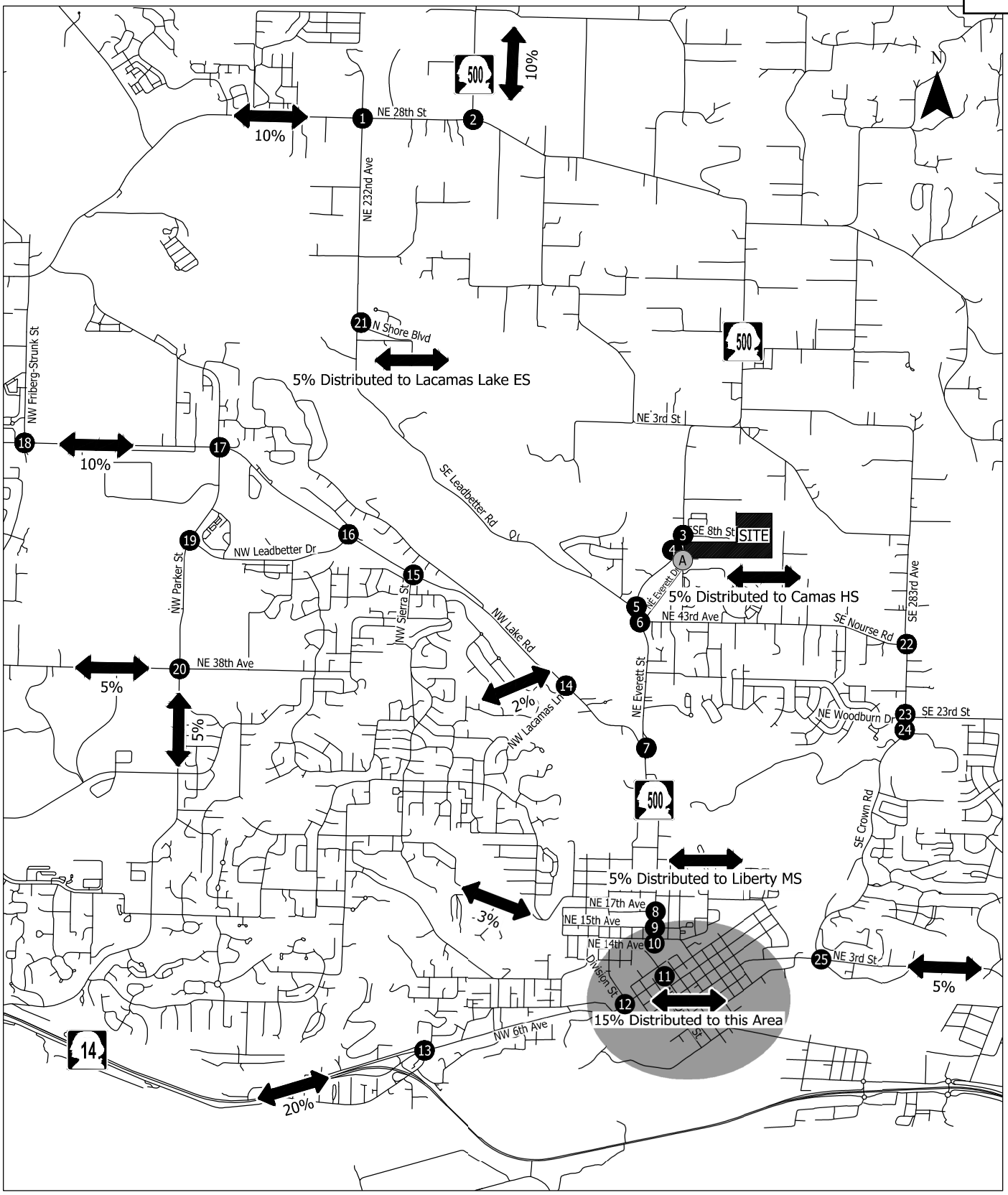
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	395	167	0	0	188	0
Stage 1	167	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	5.84	5.96	-	-	4.15	-
Critical Hdwy Stg 1	4.84	-	-	-	-	-
Critical Hdwy Stg 2	4.84	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.245	-
Pot Cap-1 Maneuver	647	879	-	-	1369	-
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	NBR	WBLn1	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

0% Build-Out



Estimated Residential Site Trip Distribution Pattern Camas, Washington

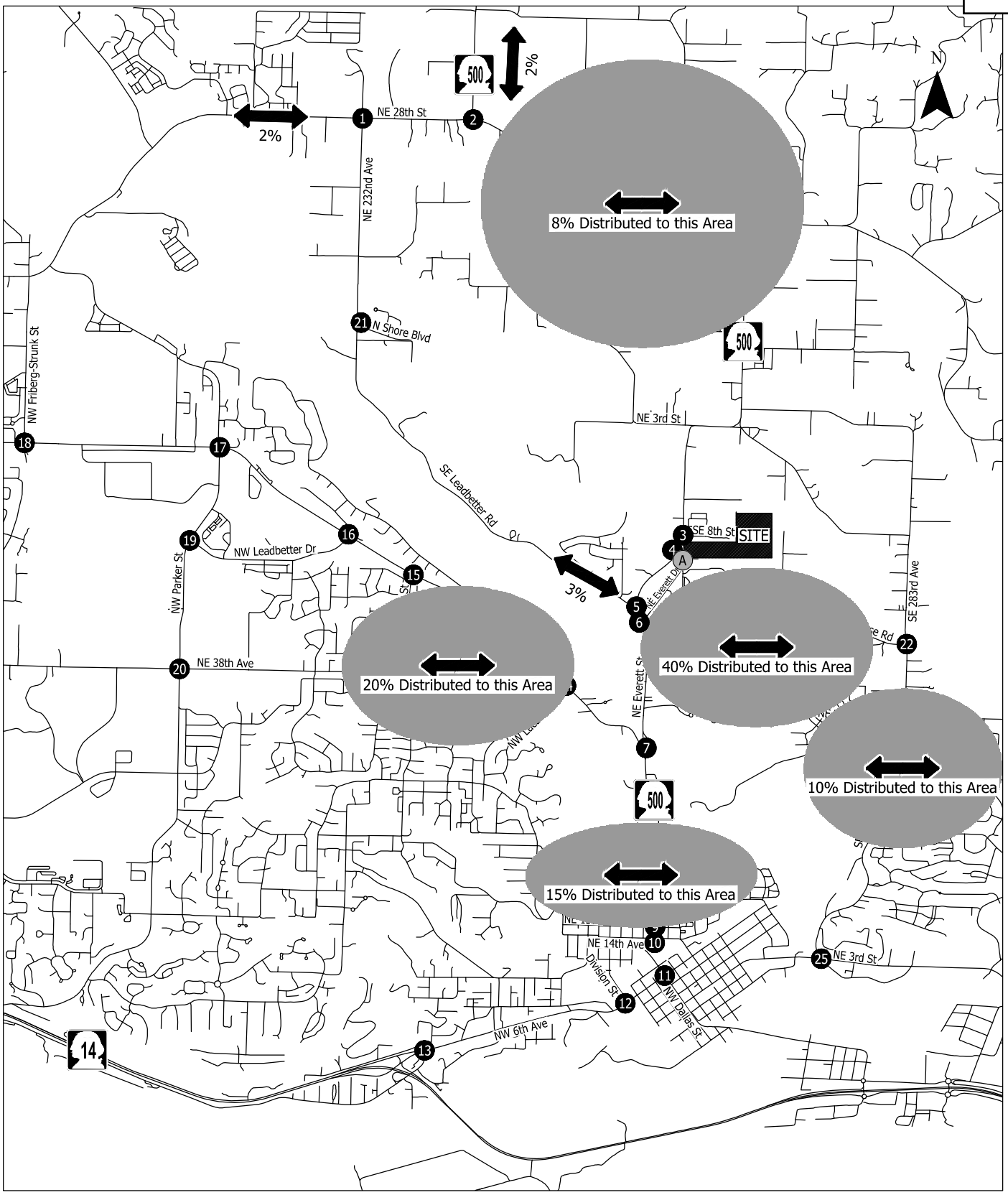
Figure 10

- # Study Intersections
- A Site Driveway
- XX% Trip Distribution Percentage

KITTELSON & ASSOCIATES

C:\Users\rdoubleday\appdata\local\temp\AcPublish_23824\30088_figureset.dwg Oct 10, 2024 - 3:29pm - rdoubleday Layout Tab: Fig10 Residential Trip Distribution

0% Build-Out



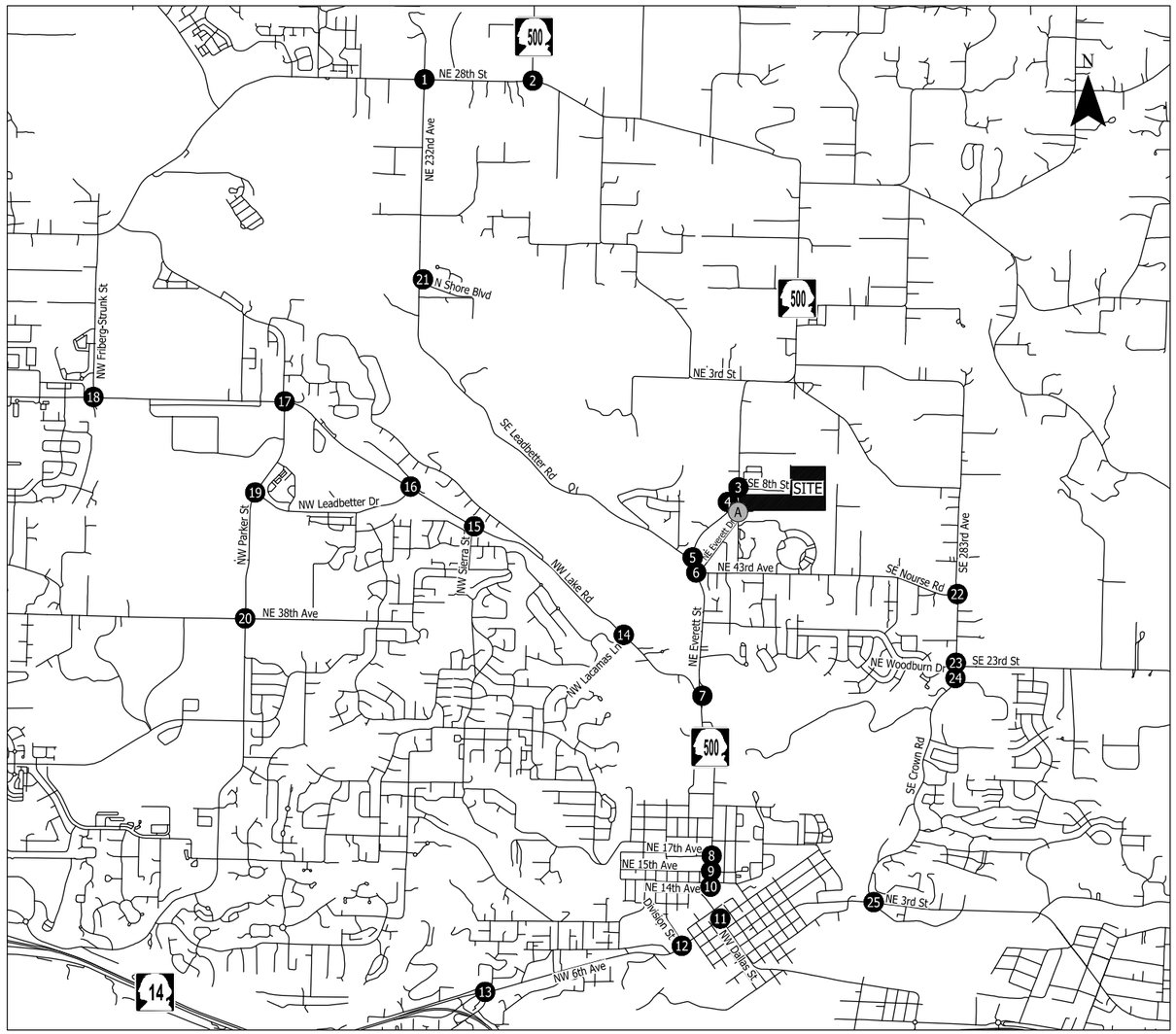
Estimated Commercial Site Trip Distribution Pattern Camas, Washington

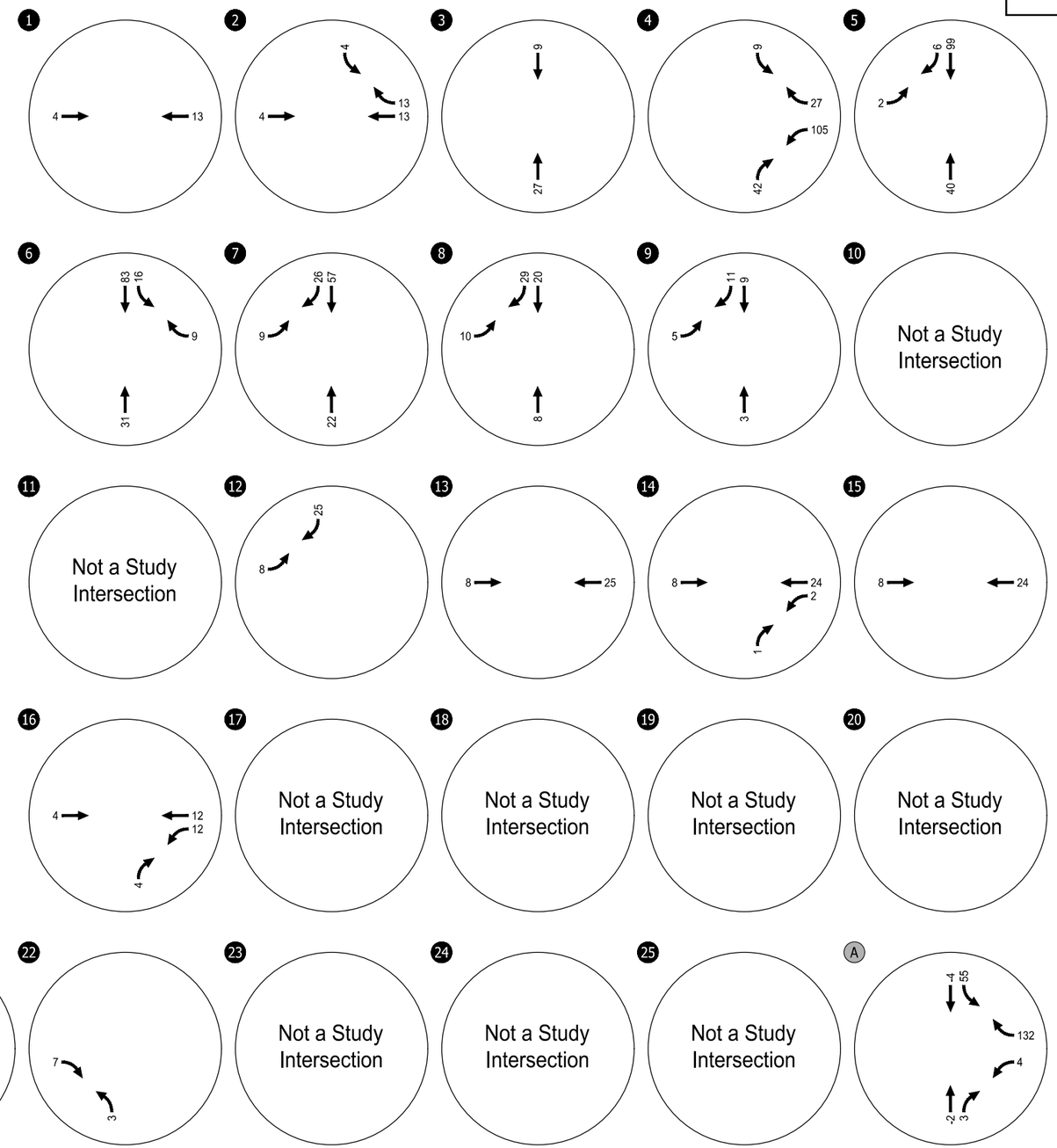
Figure 11

- # Study Intersections
- A Site Driveway
- XX% Trip Distribution Percentage

C:\Users\rdoubleday\appdata\local\temp\AcPublish_23824\30088_figureset.dwg Oct 10, 2024 - 3:29pm - rdoubleday Layout Tab: Fig11 Commercial Trip Distribution

0% Build-Out





Note: Negative volumes reflact pass-by trips

Weekday AM Peak Hour Site-Generated Trip Assignment Camas, Washington

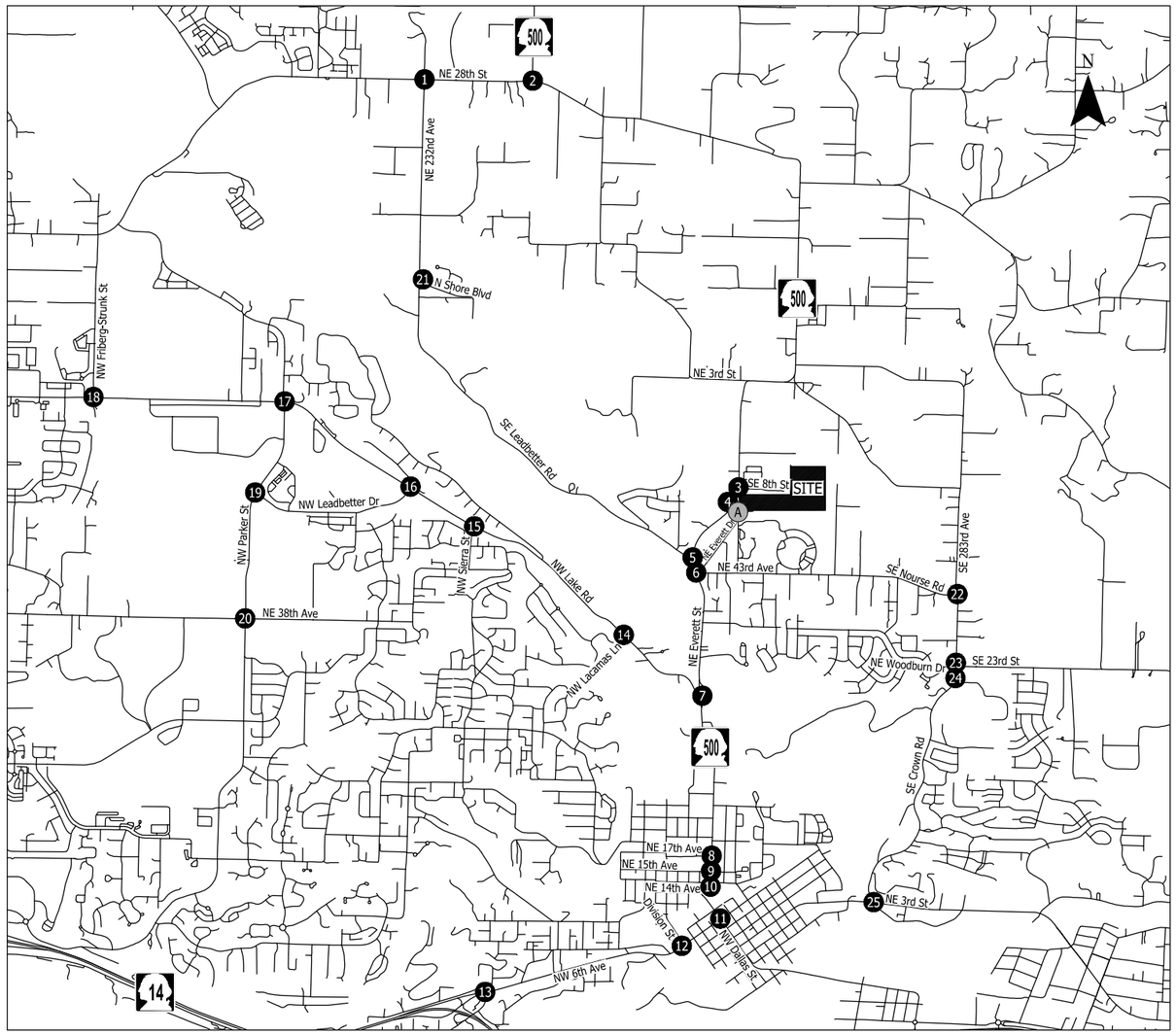
Figure 12

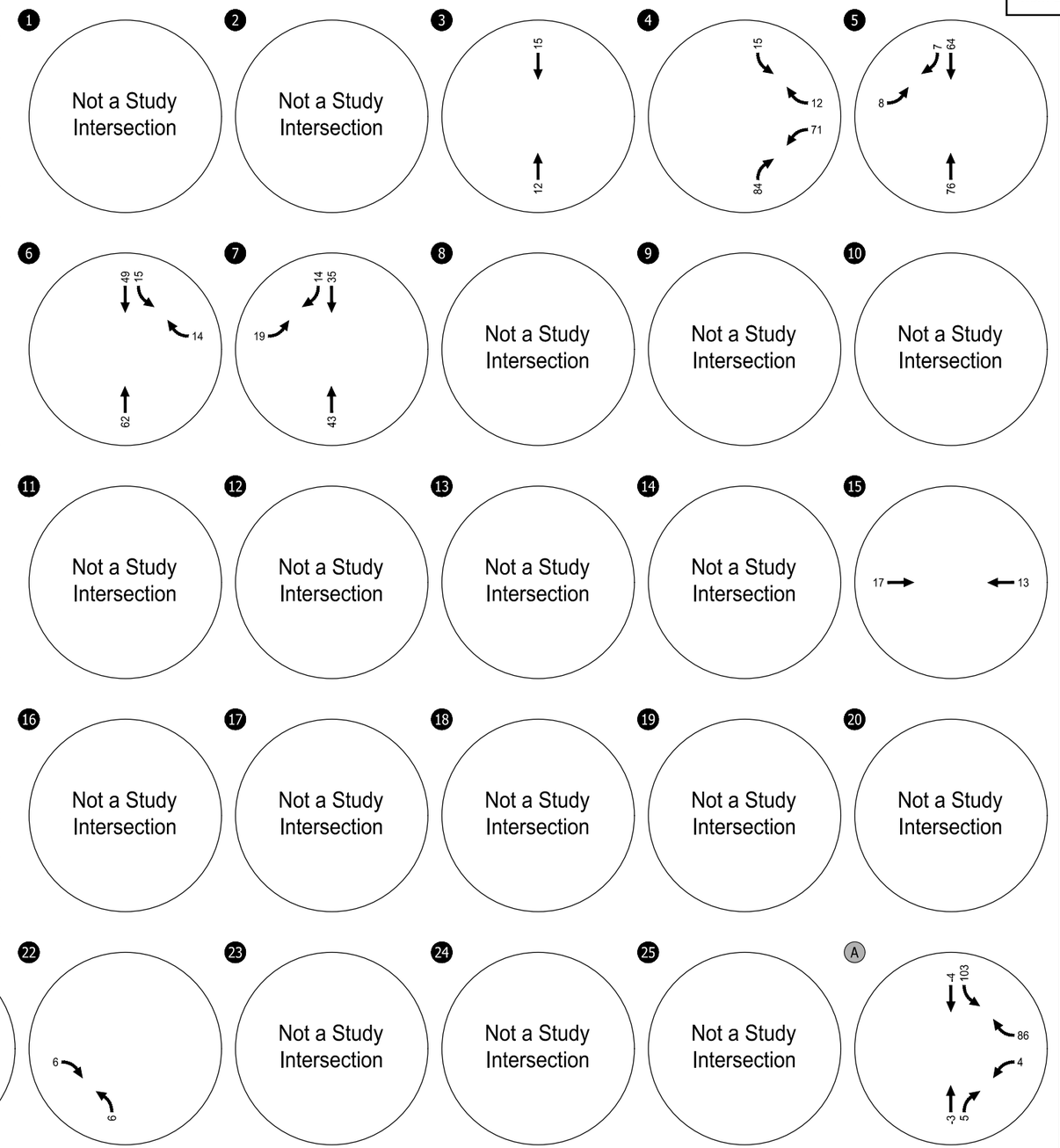
(#) Study Intersections

(A) Site Driveway

C:\Users\rdoubleday\appdata\local\temp\AcPublish_23824\30088_figureset.dwg Oct 10, 2024 - 3:29pm - rdoubleday Layout Tab: Fig12 AM Trip Assignment

0% Build-Out





Note: Negative volumes reflact pass-by trips

(#) Study Intersections

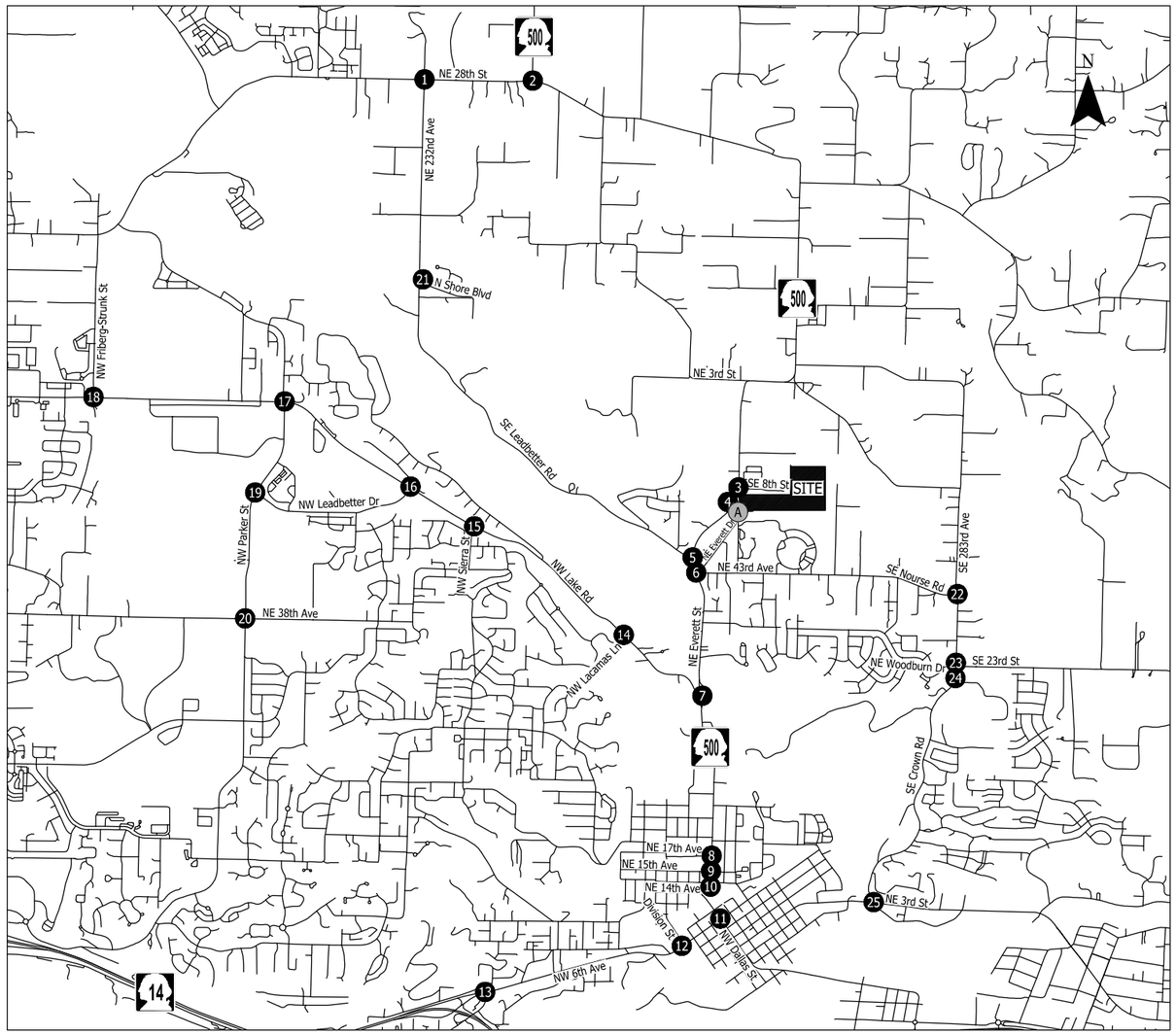
(A) Site Driveway

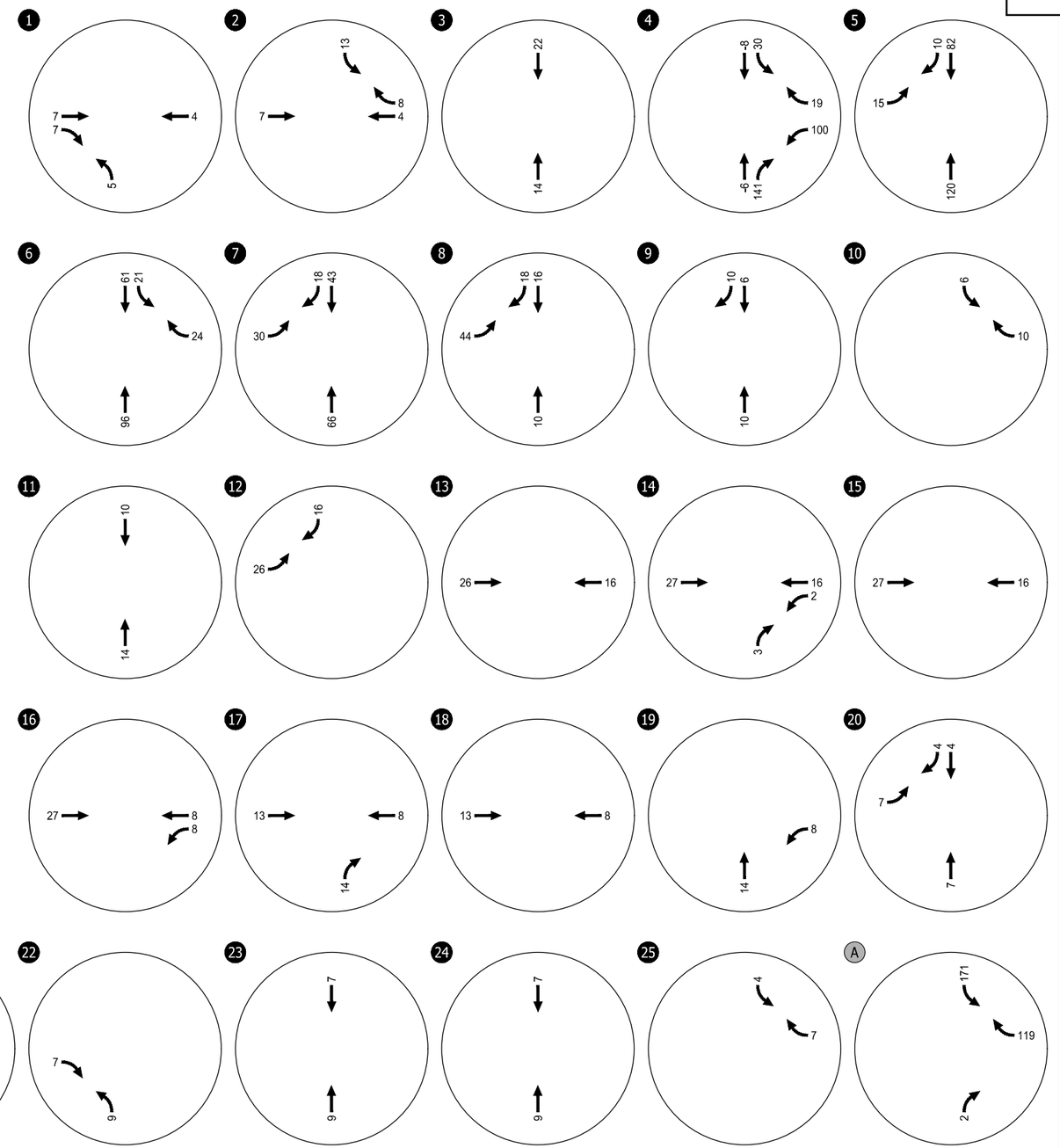
Weekday School PM Peak Hour
Site-Generated Trip Assignment
Camas, Washington

Figure
13

C:\Users\rdoubleday\appdata\local\temp\AcPublish_23824\30088_figureset.dwg Oct 10, 2024 - 3:30pm - rdoubleday Layout Tab: Fig13 School PM

0% Build-Out





Note: Negative volumes reflact pass-by trips

(#) Study Intersections

(A) Site Driveway

Weekday PM Peak Hour
Site-Generated Trip Assignment
Camas, Washington

Figure
14

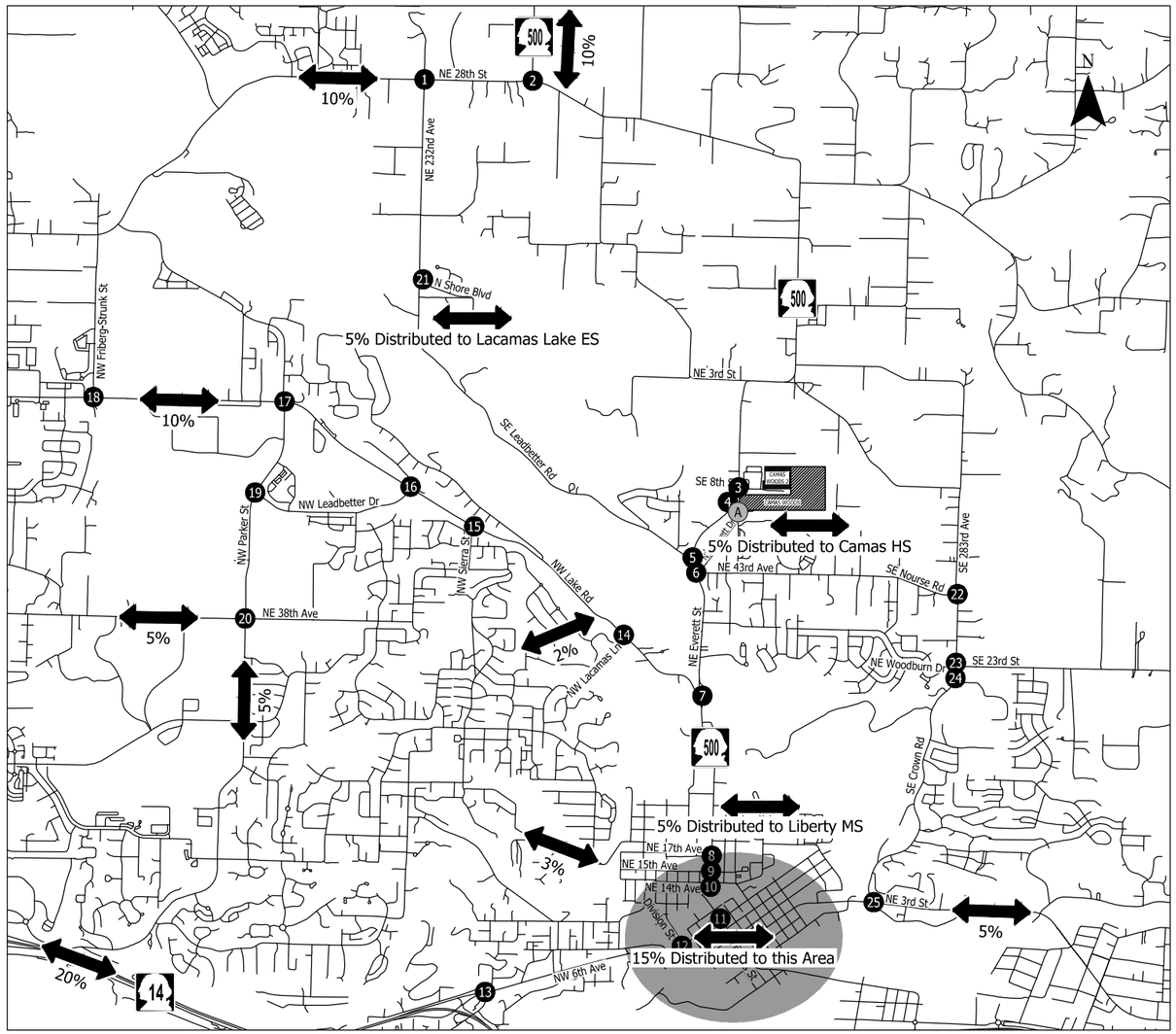
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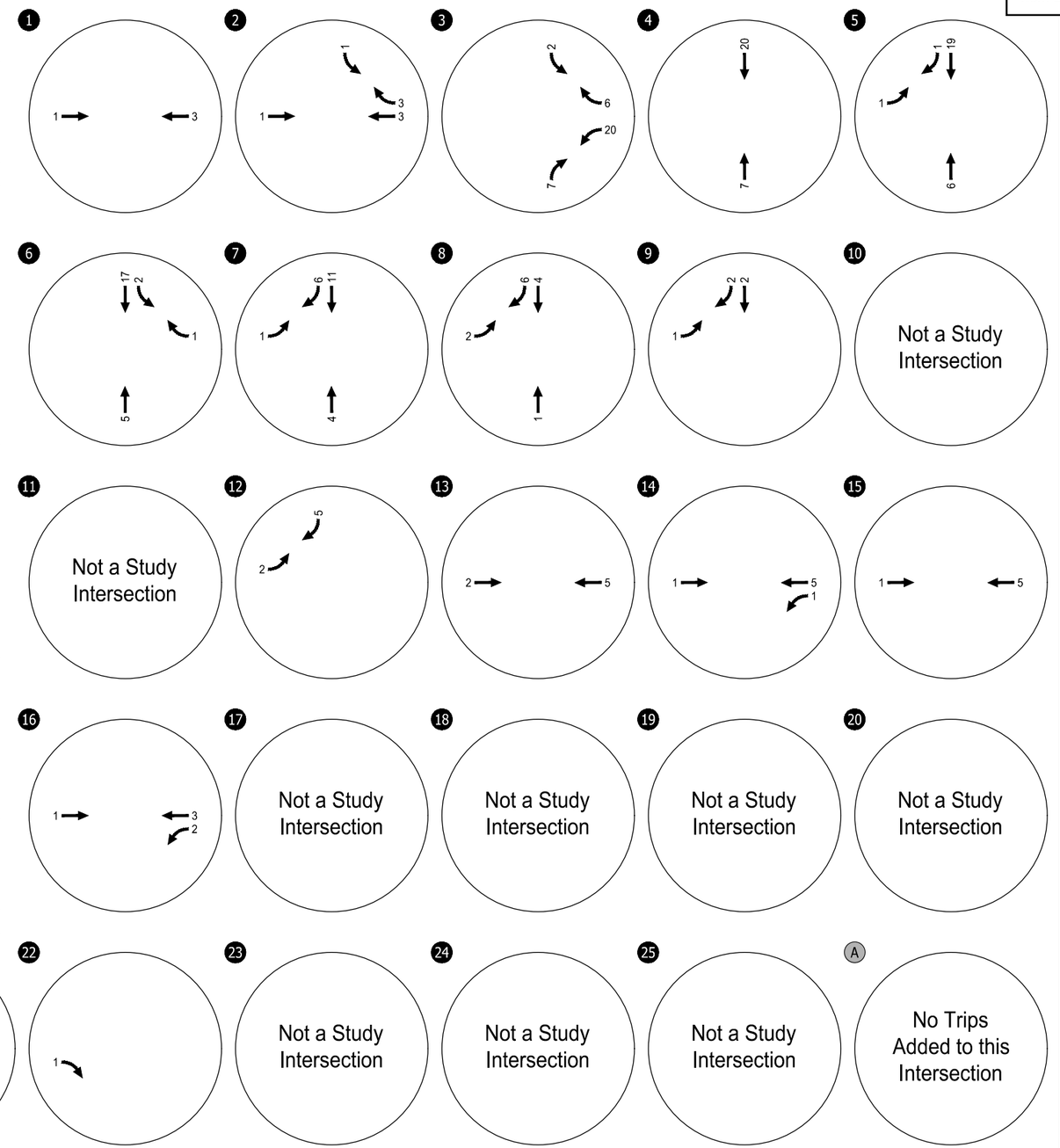
0% Build-Out

Camas Woods 2

Ma

Item 1.





Site-Generated Trip Assignment
Weekday AM Peak Hour
Camas, Washington

Figure 3

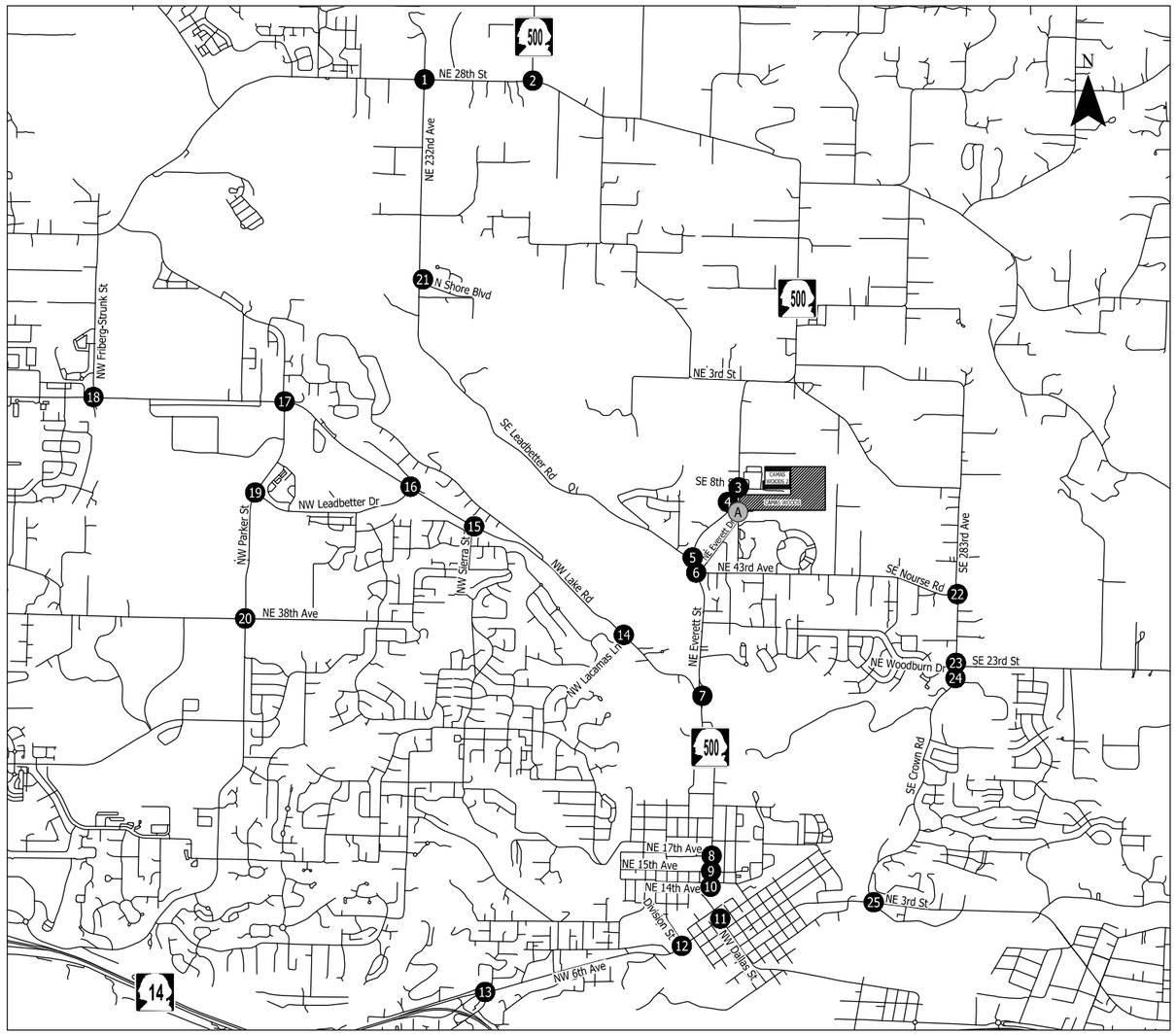
- # Study Intersections
- (A) Site Driveway
- XX% Trip Distribution Percentage

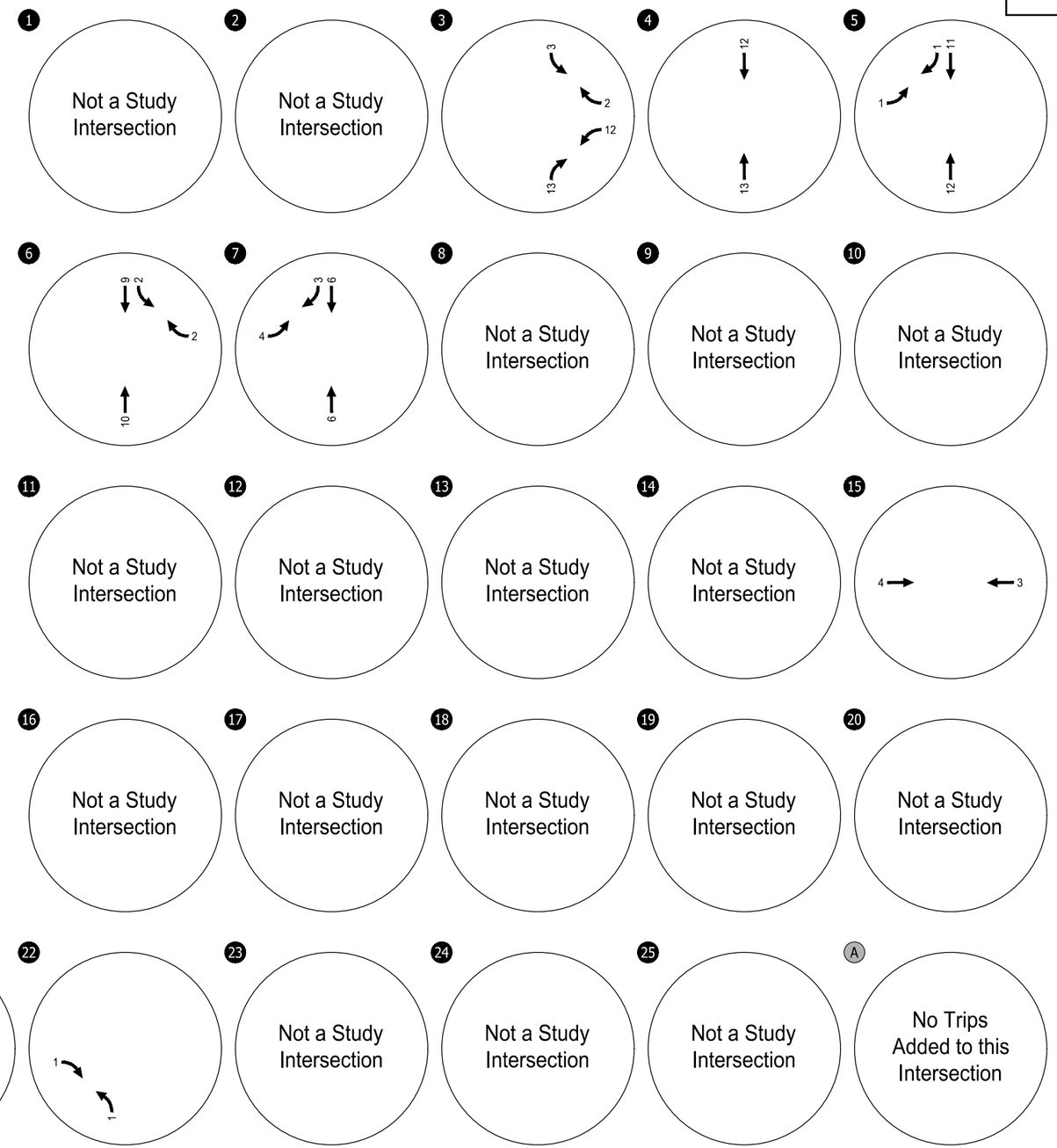
0% Build-Out

Camas Woods 2

Ma

Item 1.





Site-Generated Trip Assignment
Weekday School PM Peak Hour
Camas, Washington

Figure
4

(#) Study Intersections

(A) Site Driveway

Trip Distribution Percentage
XX%

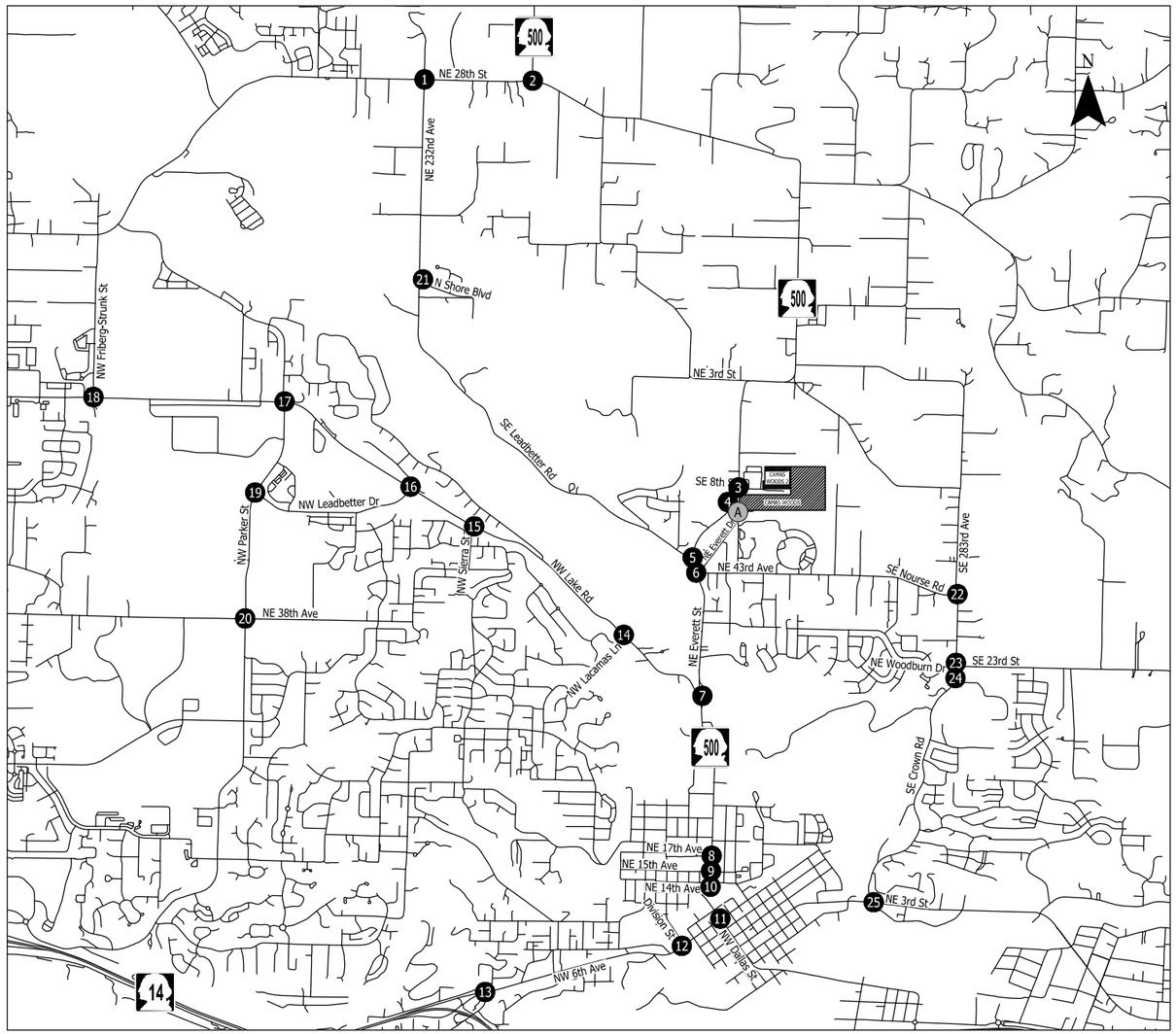
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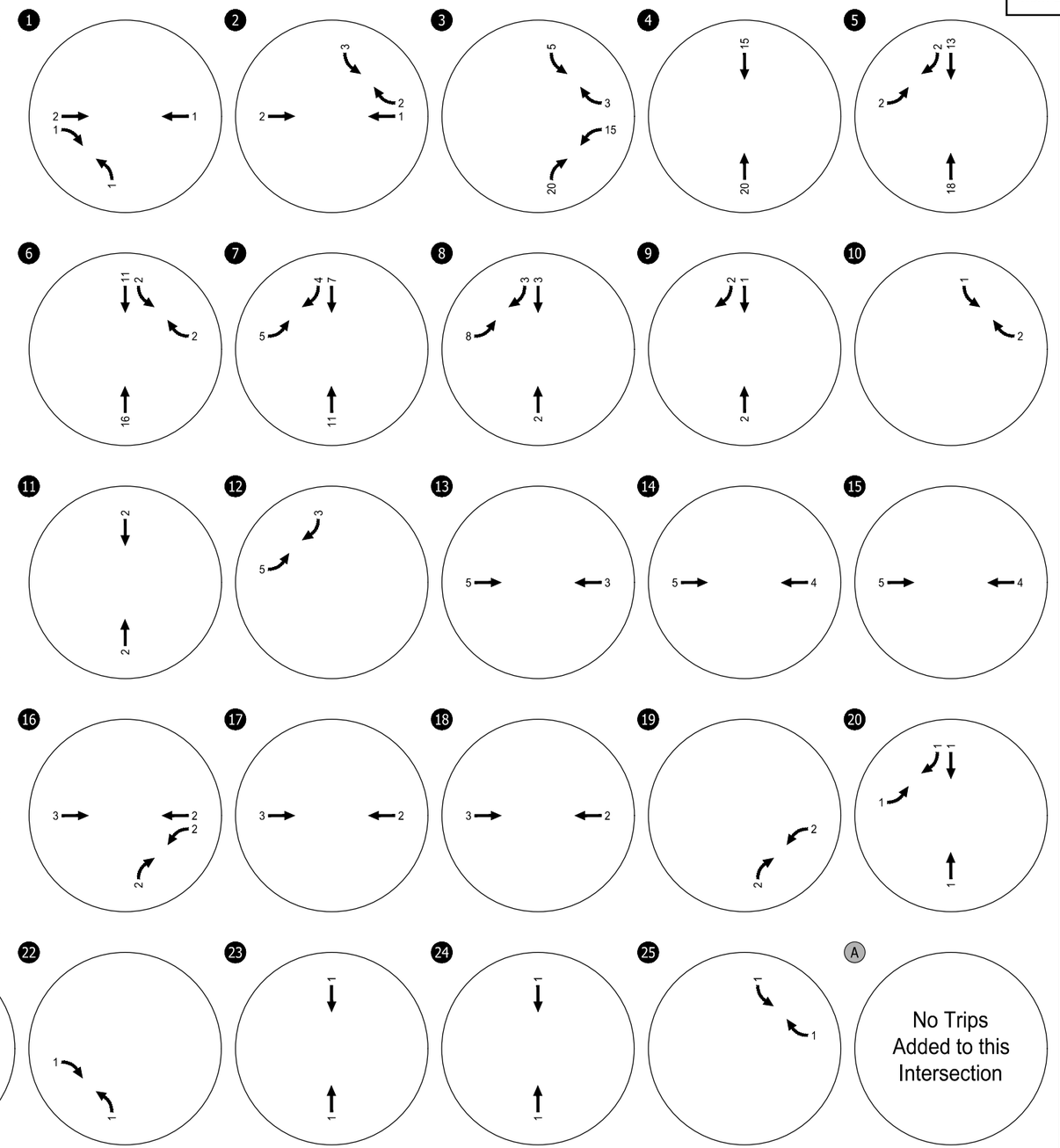
0% Build-Out

Camas Woods 2

Ma

Item 1.





Site-Generated Trip Assignment
Weekday PM Peak Hour
Camas, Washington

Figure 5

- # Study Intersections
- A Site Driveway
- XX% Trip Distribution Percentage

H:\30\30088 - Camas Woods\report\figs\30088_figureset_Phase3.dwg Mar 04, 2025 - 9:13am - rdoubleday Layout Tab: Fig5 Phase 3 PM Trips

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0% Build-Out

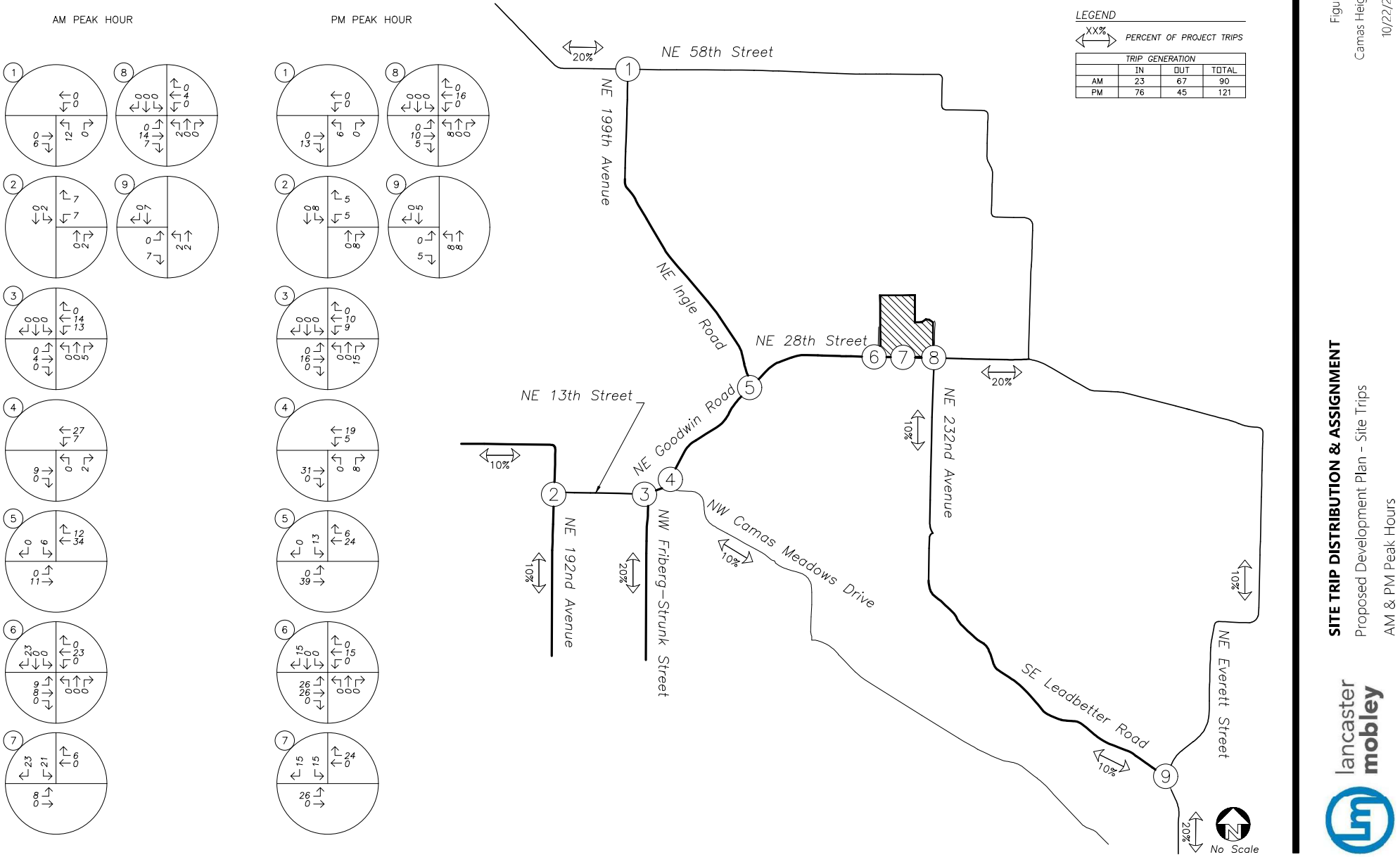


Figure 3
Camas Heights
10/22/2021

SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan - Site Trips
AM & PM Peak Hours

lancaster mobley

80% Build-Out

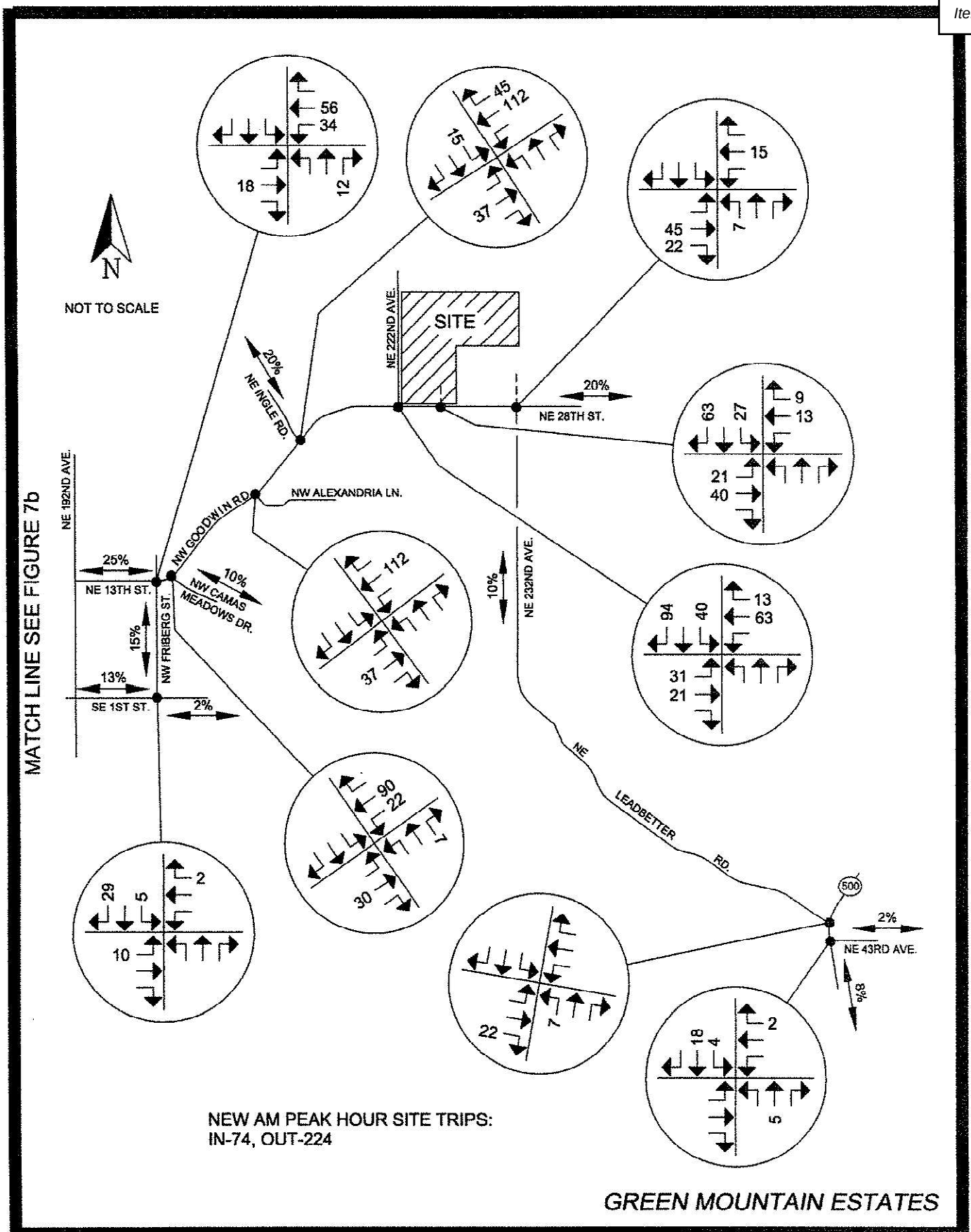


FIGURE 7a
SITE TRAFFIC DISTRIBUTION/ ASSIGNMENT, AM PEAK HOUR

KELLY ENGINEERING
316 E. Fourth Plain, A-2, Vancouver, WA 98663
Phone: 360-433-7530

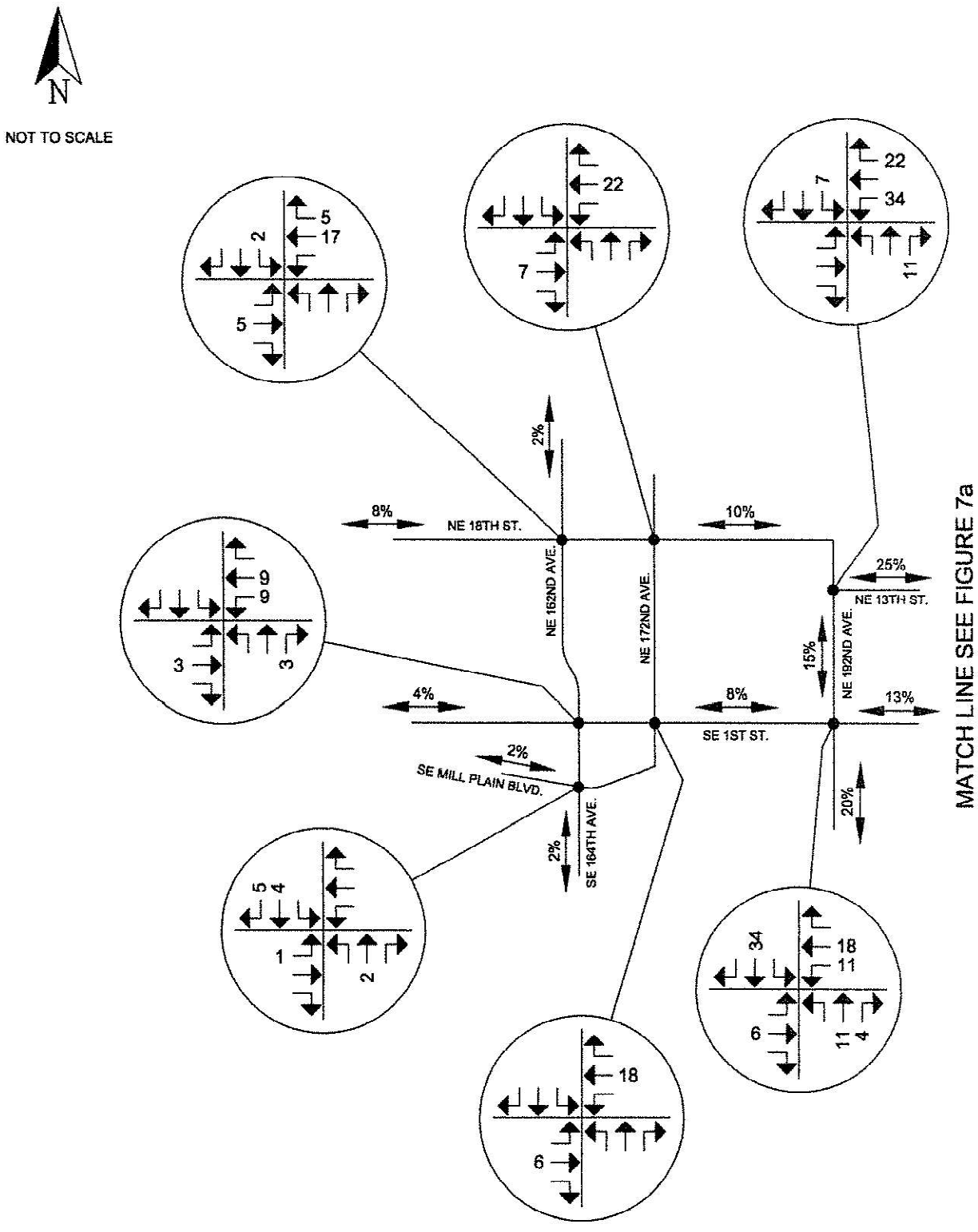


FIGURE 7b
SITE TRAFFIC DISTRIBUTION/ ASSIGNMENT, AM PEAK HOUR

KELLY ENGINEERING
316 E. Fourth Plain, A-2, Vancouver, WA 98663
Phone: 360-433-7530

80% Build-Out

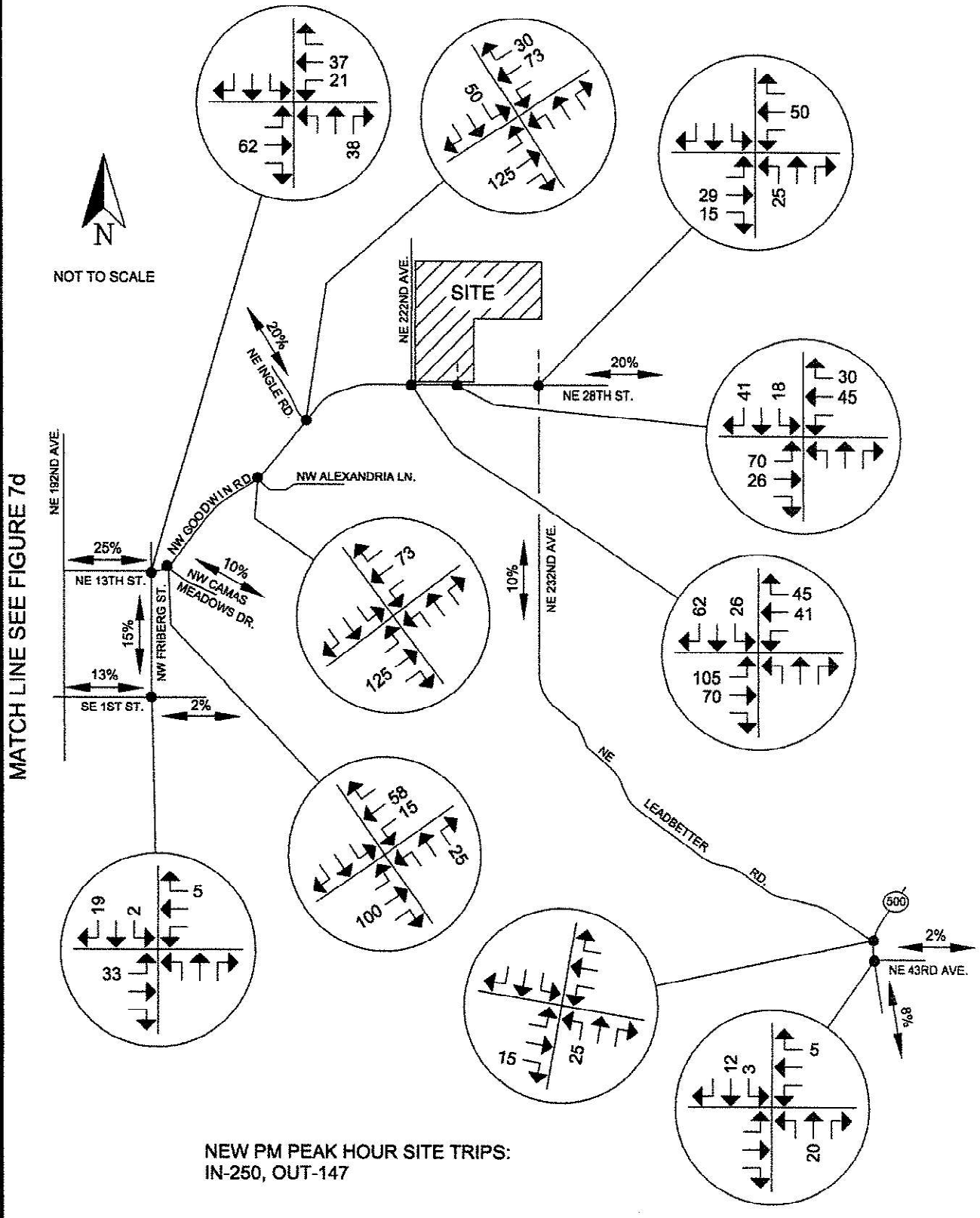


FIGURE 7c
SITE TRAFFIC DISTRIBUTION/ ASSIGNMENT, PM PEAK HOUR

KELLY ENGINEERING
316 E. Fourth Plain, A-2, Vancouver, WA 98663
Phone: 360-433-7530

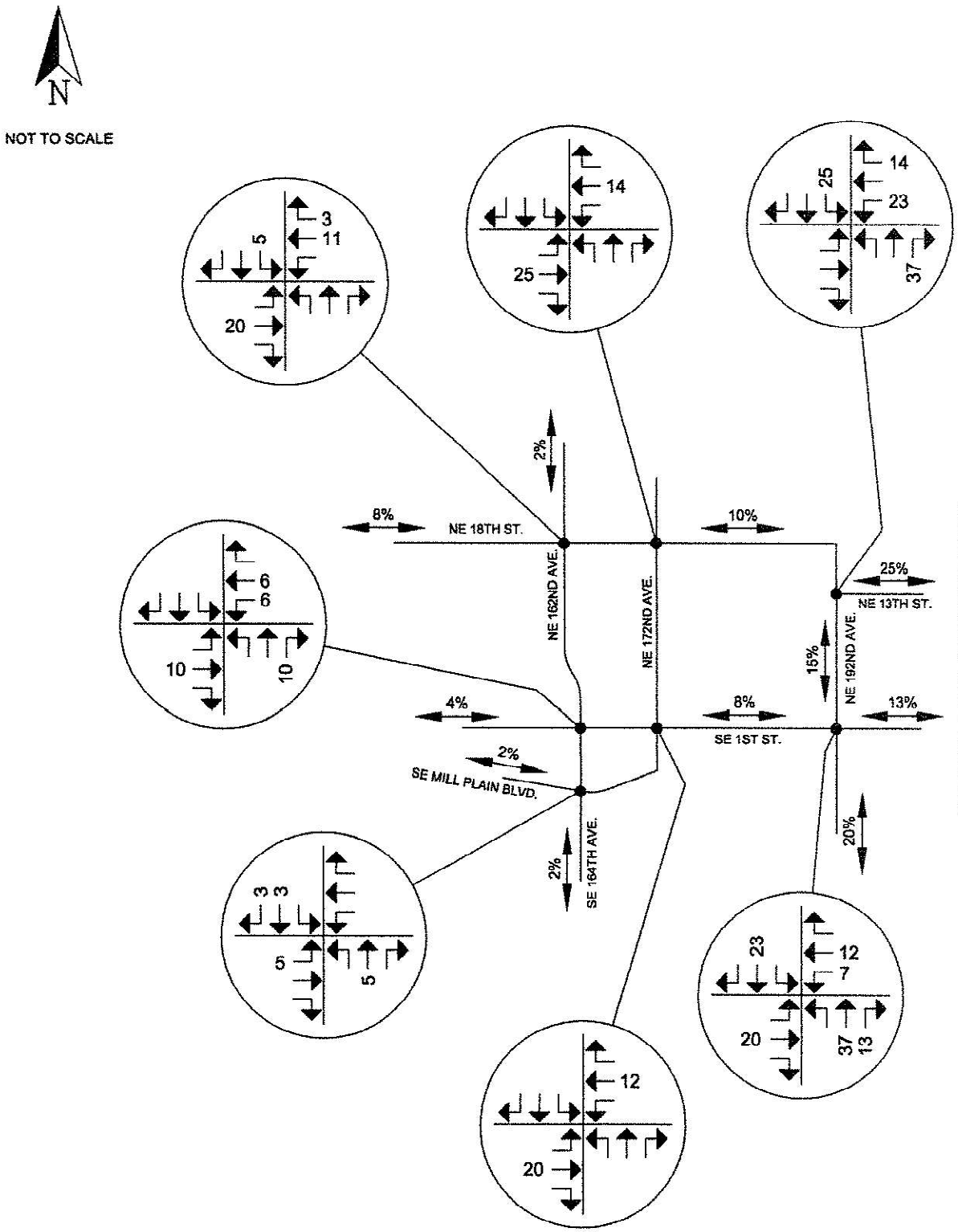
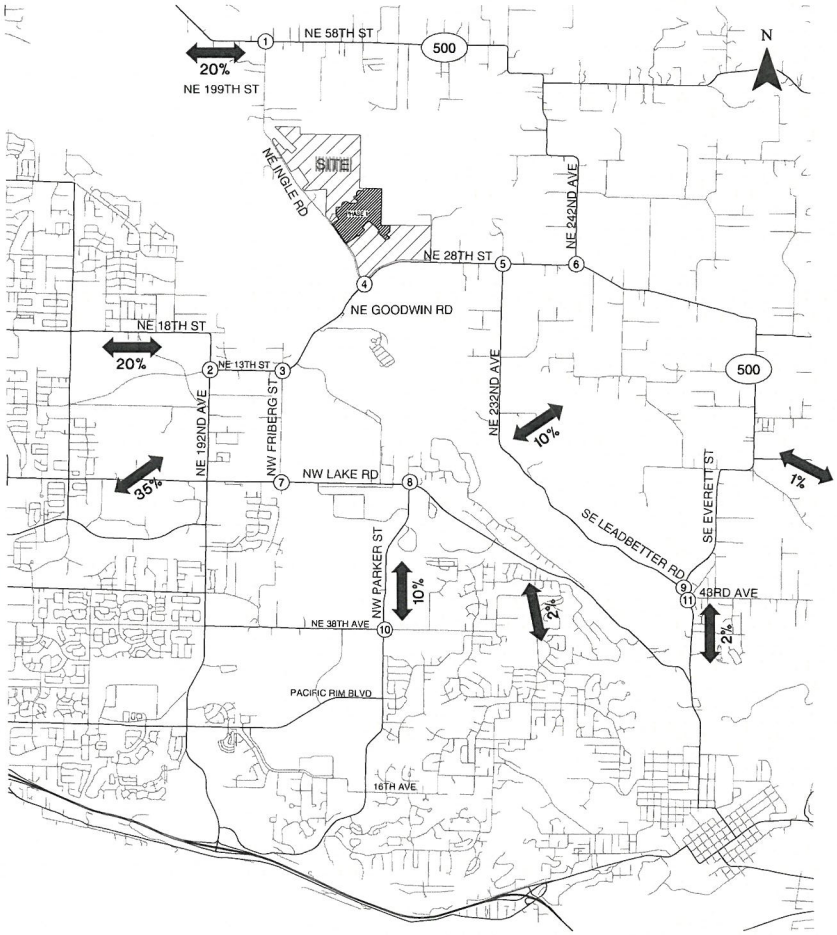


FIGURE 7d
SITE TRAFFIC DISTRIBUTION/
ASSIGNMENT, PM PEAK HOUR

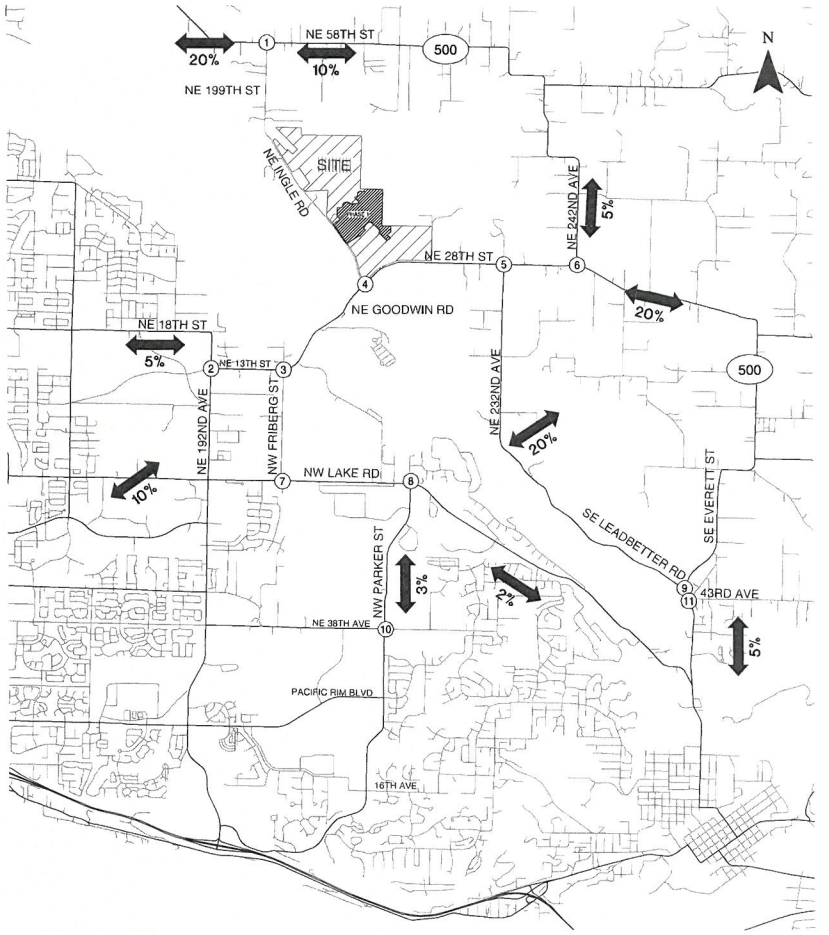
KELLY ENGINEERING
316 E. Fourth Plain, A-2, Vancouver, WA 98663
Phone: 360-433-7530

80% Build-Out

RESIDENTIAL DISTRIBUTION:



RETAIL DISTRIBUTION:



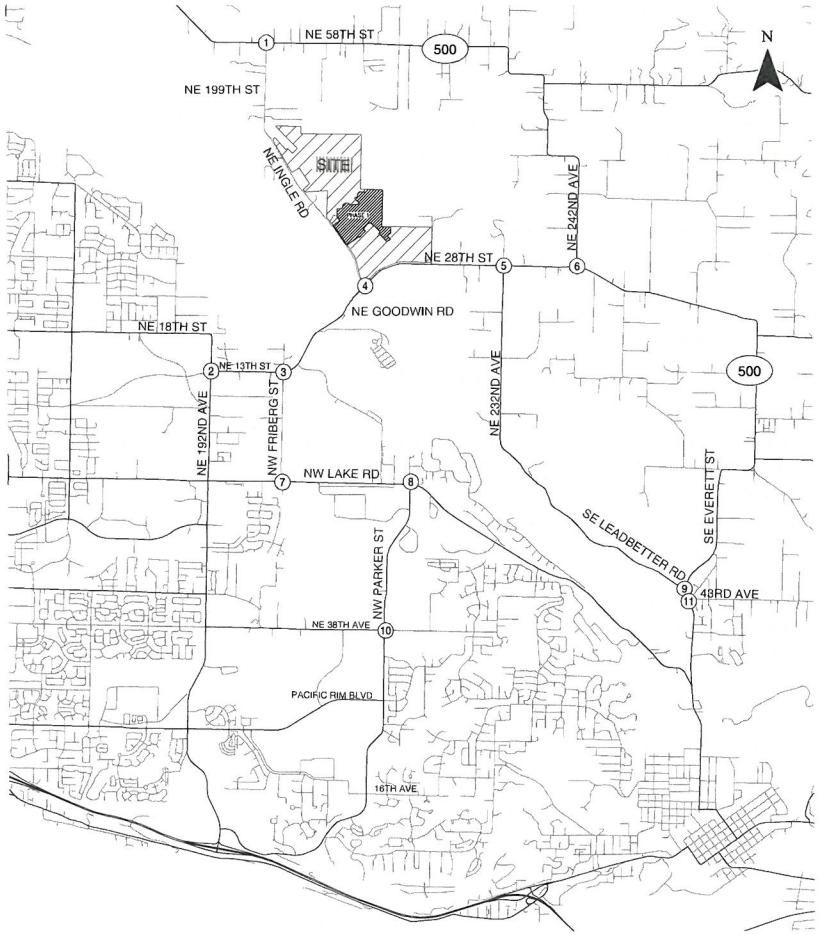
Estimated Trip Distribution Pattern
Camas, Washington

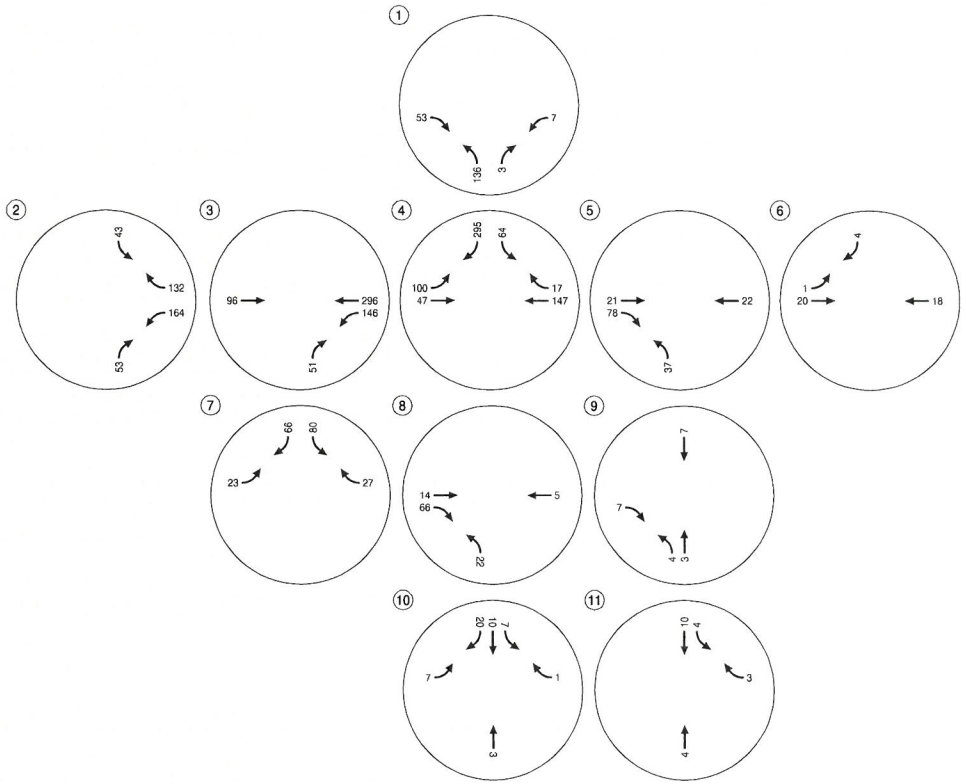
Figure 6

H:\proj\file13865 Green Mountain Master Plan\dwg\fig\13865_traffic study -Nov update.dwg Nov 20, 2014 - 2:27pm - kkustsen Layout Tab: 6_Dist

75% Build-Out

Item 1.





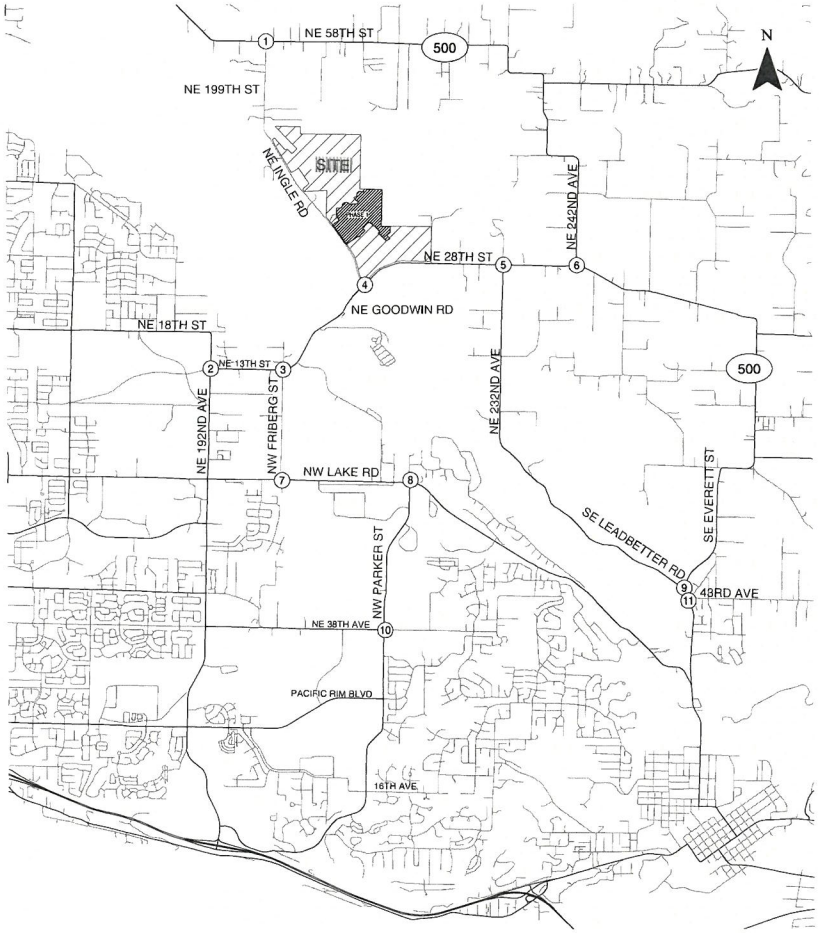
Total Estimated Trip Assignment - Full Build-Out
Weekday AM Peak Hour
Camas, Washington

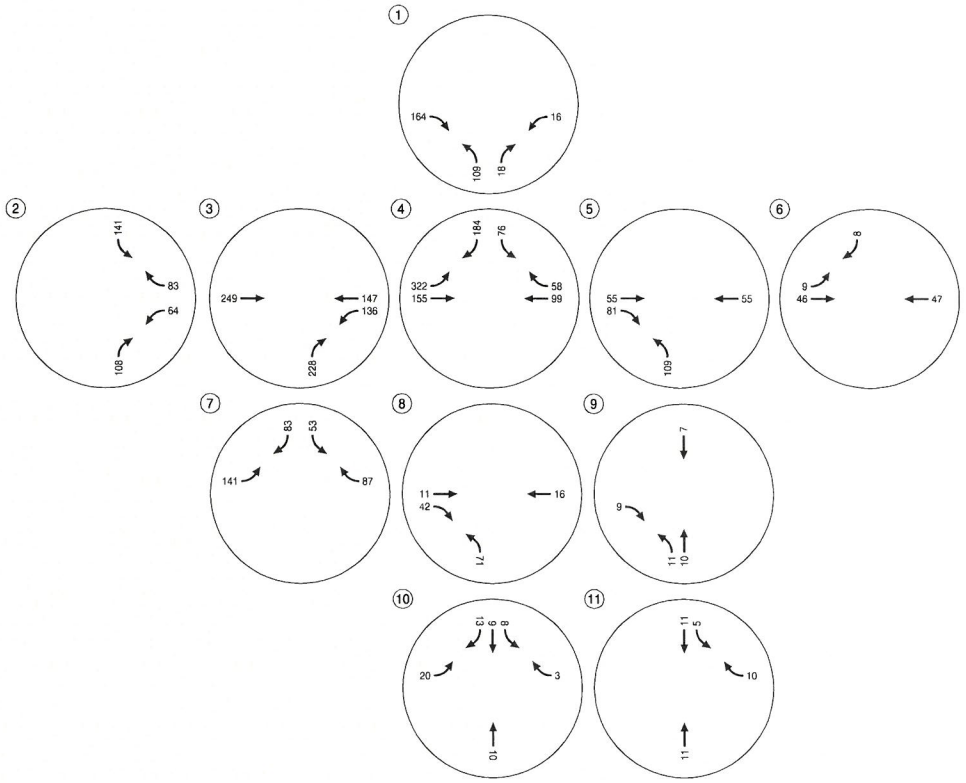
Figure 9

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING, PLANNING

75% Build-Out



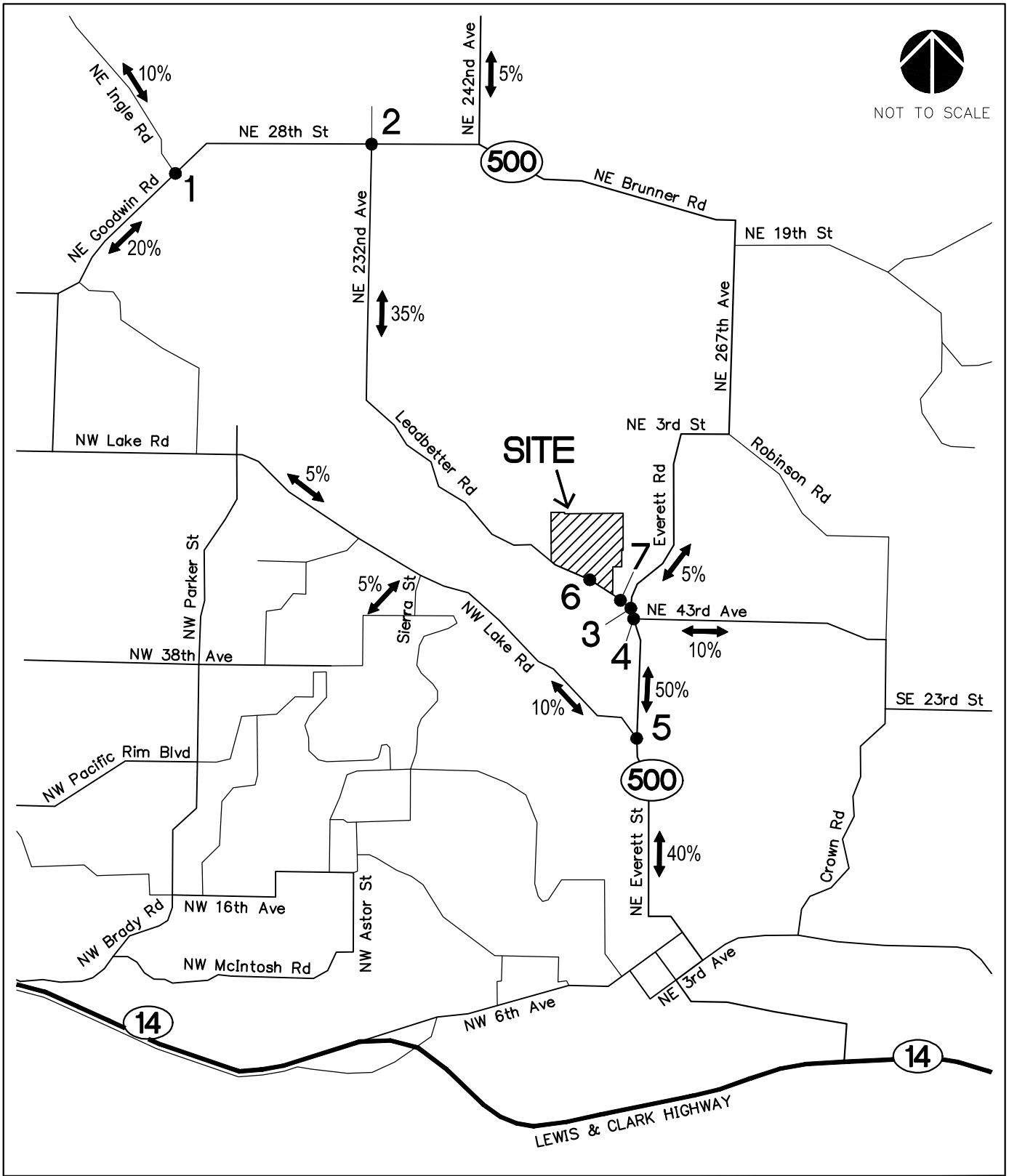


Total Estimated Trip Assignment - Full Build-Out
Weekday PM Peak Hour
Camas, Washington

Figure 10

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

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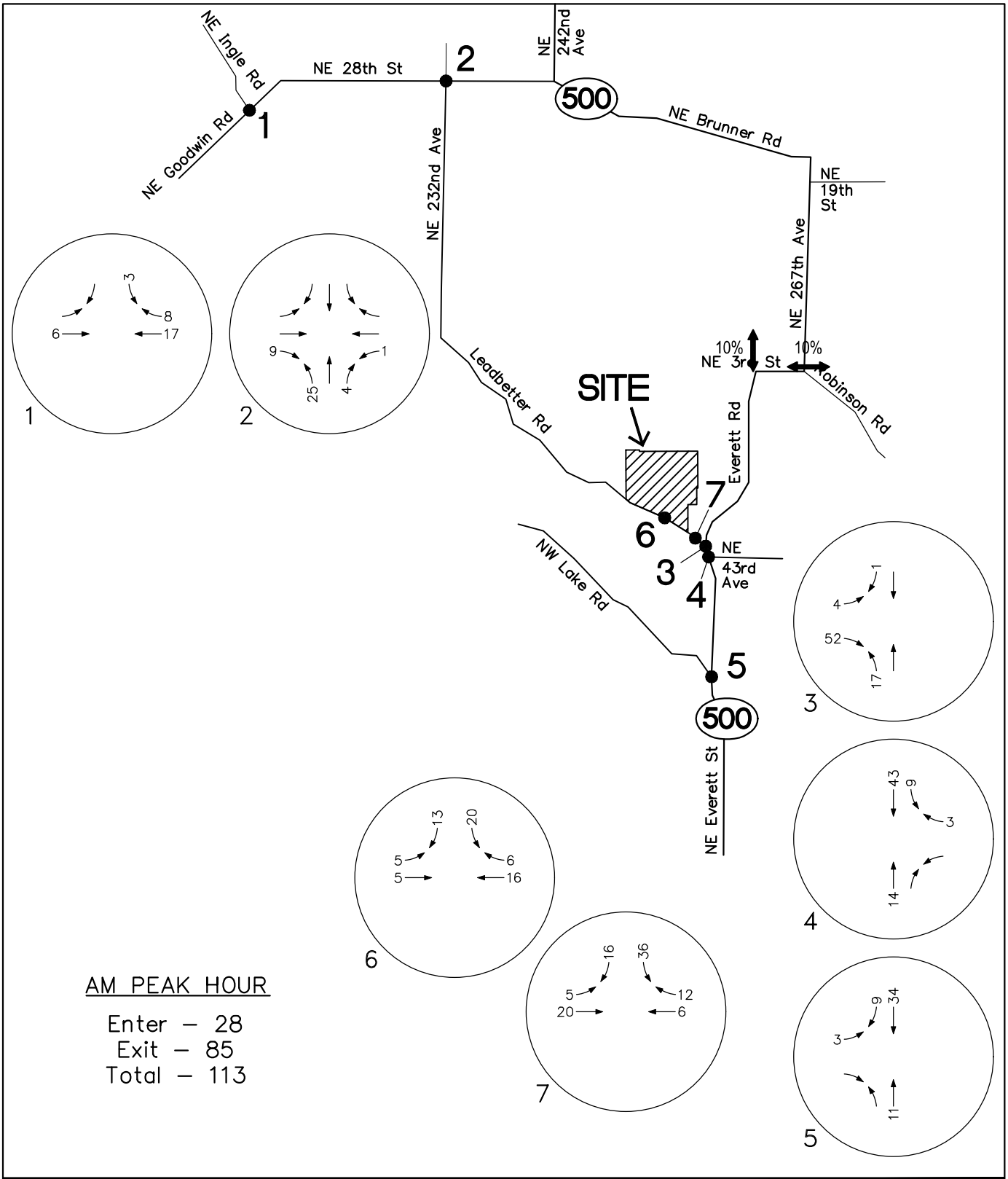
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DATE: 9.16.2020
DRAWN BY: JTJ
CHECKED BY: BTA
JOB NO: 220038900

TRIP DISTRIBUTION

CJ DENS EAST SUBDIVISION
CAMAS, WASHINGTON

FIGURE 1

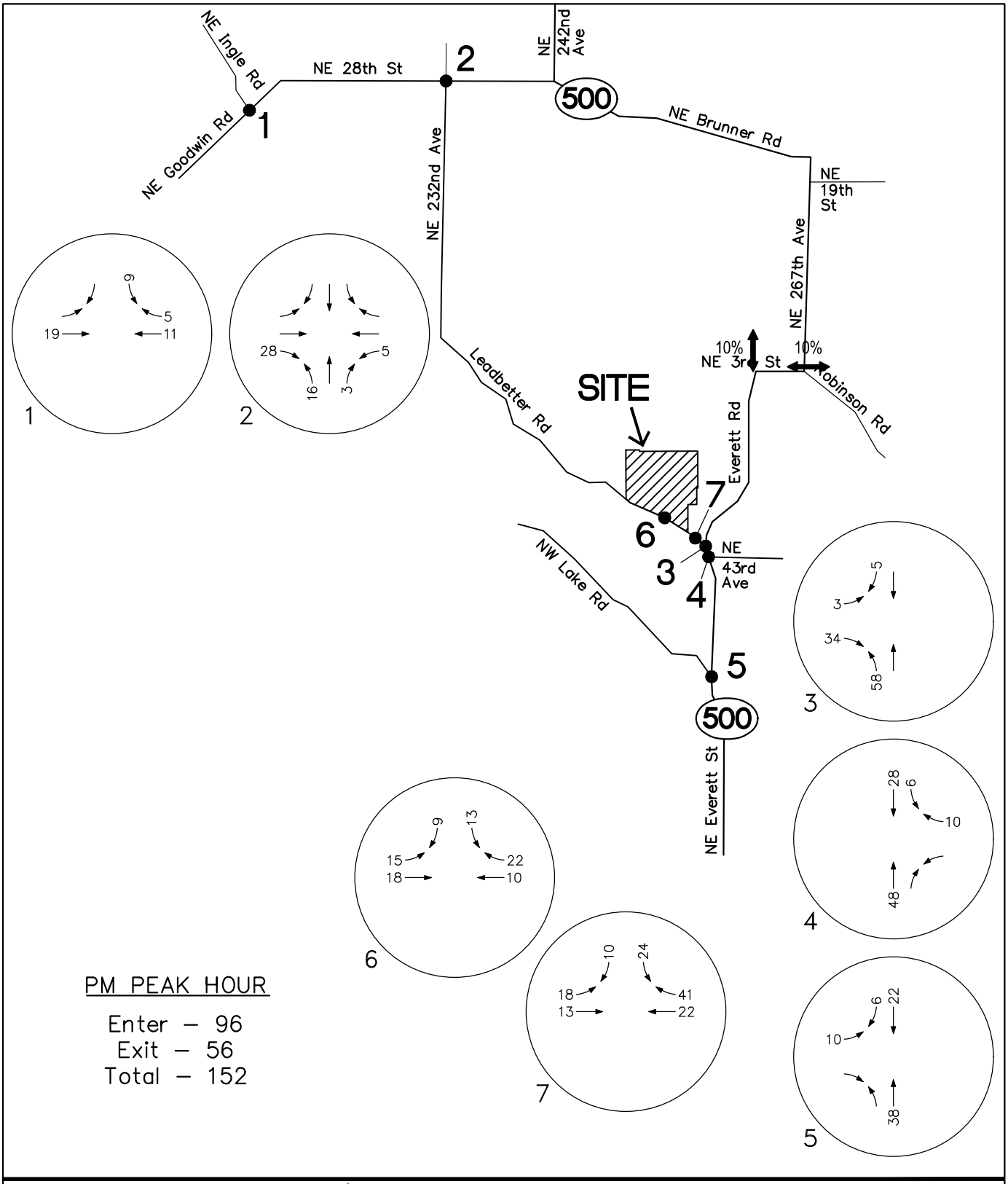


AM PEAK HOUR

Enter – 28
Exit – 85
Total – 113

MACKENZIE Portland 503.224.9560 Vancouver 360.695.7879 Seattle 206.749.9993 www.mcknze.com Architecture ▪ Interiors Planning ▪ Engineering	DATE: 9.16.2020 DRAWN BY: JTJ CHECKED BY: BTA JOB NO: 220038900	PROJECT TRIP ASSIGNMENT AM PEAK HOUR CJ DENS EAST SUBDIVISION CAMAS, WASHINGTON	FIGURE 2A

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Portland 503.224.9560 · Vancouver 360.695.7879 · Seattle 206.749.9993 · www.mcknze.com · Architecture · Interiors · Planning · Engineering · 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

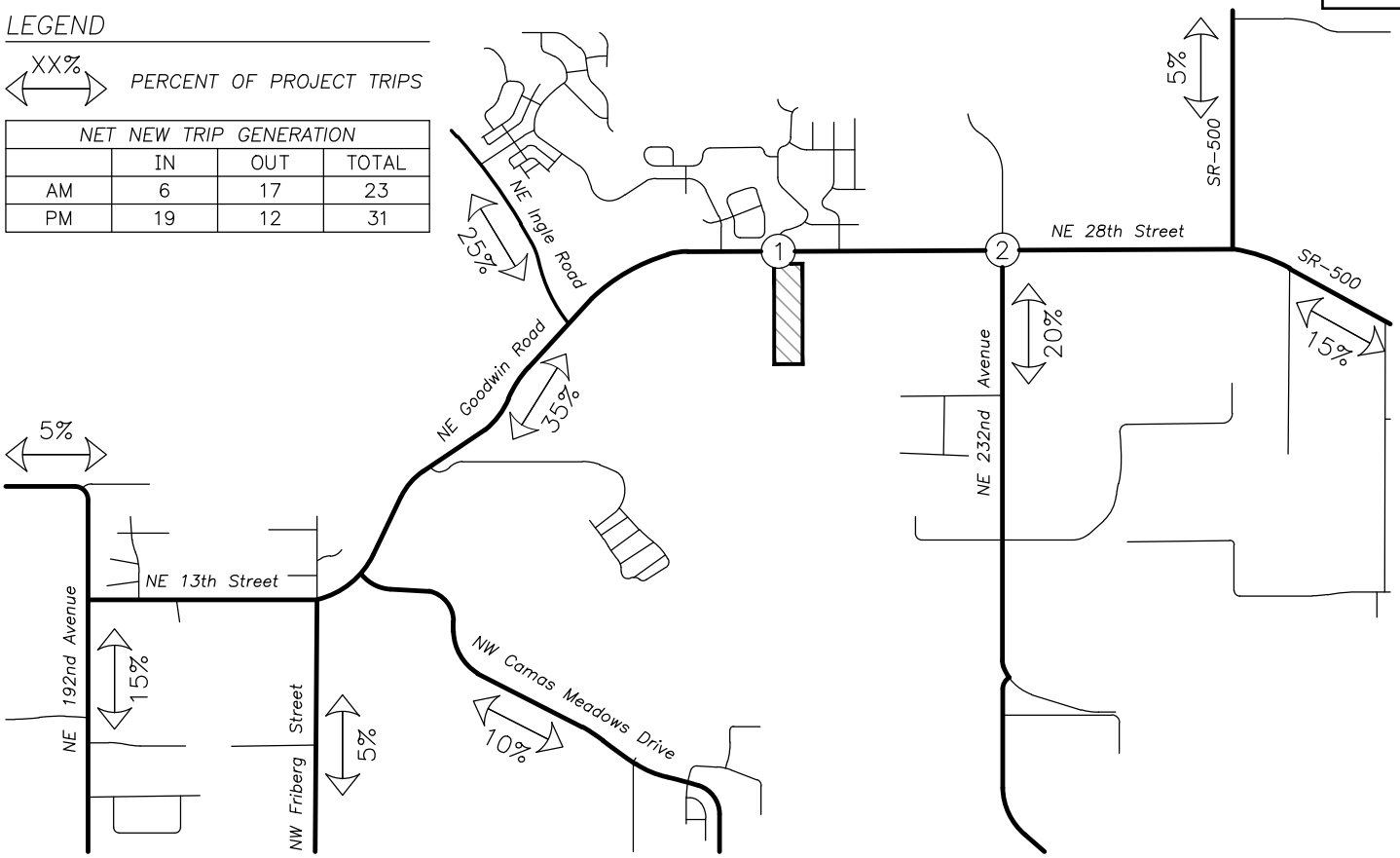
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0% Build-Out

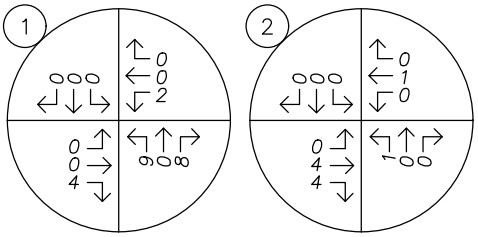
LEGEND

XX% PERCENT OF PROJECT TRIPS

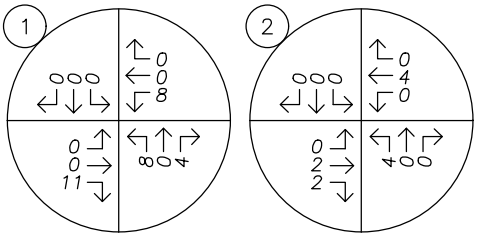
NET NEW TRIP GENERATION			
	IN	OUT	TOTAL
AM	6	17	23
PM	19	12	31



AM PEAK HOUR



PM PEAK HOUR



no scale

lancaster mobley

SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Site Trips
AM & PM Peak Hours

Figure 3

Appendix F: Year 2030 Background Traffic Conditions Analysis Worksheets

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

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

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	-

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	-	-

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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															
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 (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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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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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	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 (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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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	-	-	-	-	-

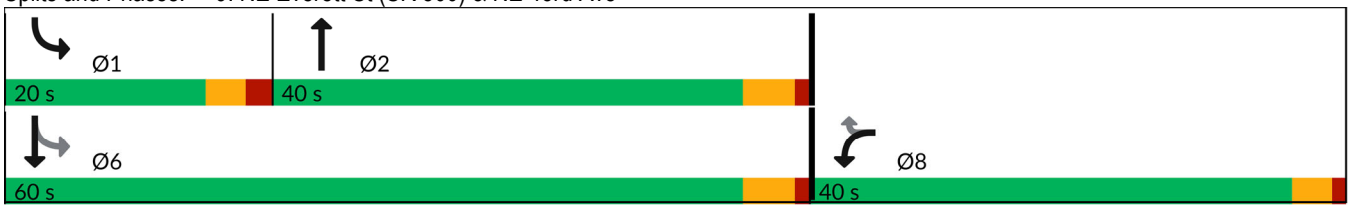
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	34.01	2.07	0
HCM LOS	D		

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	-	-

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





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+I1), 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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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: 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 (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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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	-	-

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	-	-

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	EBLn1	WBLn1	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	-	-

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

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	-

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	-

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	-

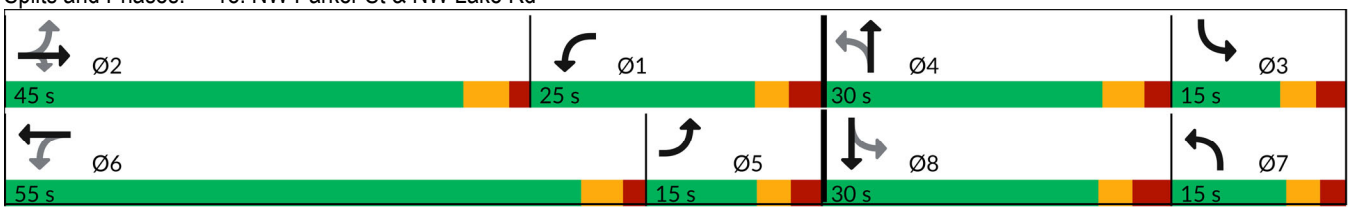
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	1.89	14.46	24.9
HCM LOS			B	C

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

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 Effct 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



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.

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	NBR	WBLn1	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	-

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

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

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	-

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	-	-

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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															
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.

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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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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	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 (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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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	-	-	-	-	-

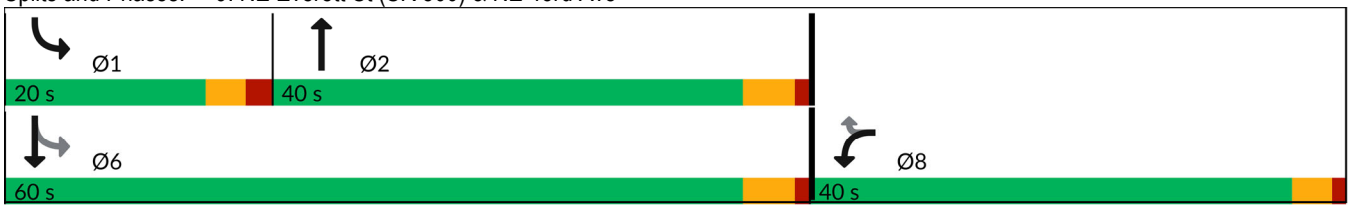
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.64	2.12	0
HCM LOS	C		

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	-	-

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





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+I1), 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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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: 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 (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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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	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

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

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	-

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	-

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	-

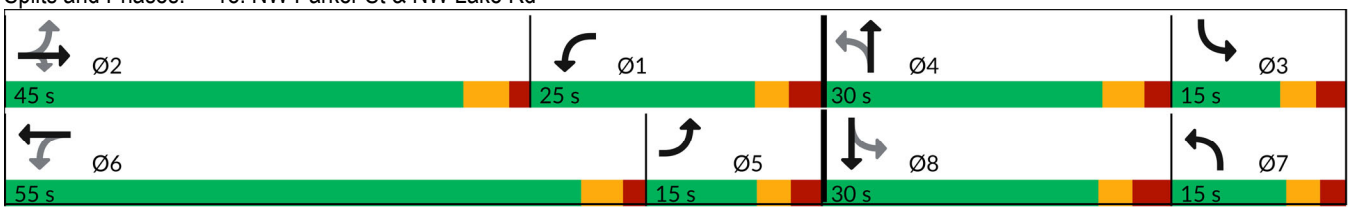
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	1.68	17.41	27.14
HCM LOS			C	D

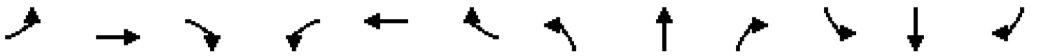
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	1181	-	-	968	-	-	195
HCM Lane V/C Ratio	0.323	0.006	-	-	0.091	-	-	0.167
HCM Ctrl Dly (s/v)	17.4	8.1	-	-	9.1	-	-	27.1
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.4	0	-	-	0.3	-	-	0.6

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 Effct 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





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.

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	0	232	0
Stage 1	209	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.15	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.245	-
Pot Cap-1 Maneuver	543	821	-	-	1318	-
Stage 1	821	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	522	821	-	-	1318	-
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	NBR	WBLn1	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	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Appendix G: Year 2030 Total Traffic Conditions Analysis Worksheets

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

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

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	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	333	-
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	-	-	847	-	437	746
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	847	-	435	746
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	-

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	-	-

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	-	-

Item 1.

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 veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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															
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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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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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	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.

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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	-	-	-	-	-

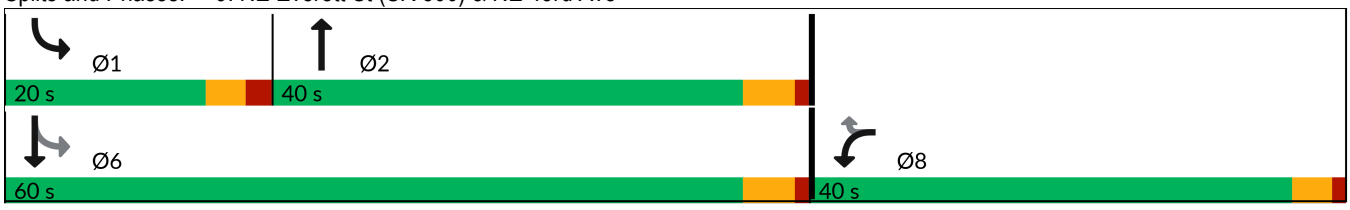
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	46.17	2.06	0
HCM LOS	E		

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	-	-

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 Effct 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 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)	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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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: 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.

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Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	14	24	339	526	82
Future Vol, veh/h	77	14	24	339	526	82
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	85	15	26	373	578	90

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	626	671	0	-	0
Stage 1	626	-	-	-	-	-
Stage 2	425	-	-	-	-	-
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	246	475	929	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	474	926	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.89	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	926	-	379	-	-
HCM Lane V/C Ratio	0.028	-	0.264	-	-
HCM Ctrl Dly (s/v)	9	-	17.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

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

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	0	1430	676
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	754	-
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	-	-	909	-	241	511
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	909	-	220	511
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	550	-

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	-

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	0	1149	504
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	644	-
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	-	-	973	-	218	558
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	973	-	200	558
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	476	-

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	-

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

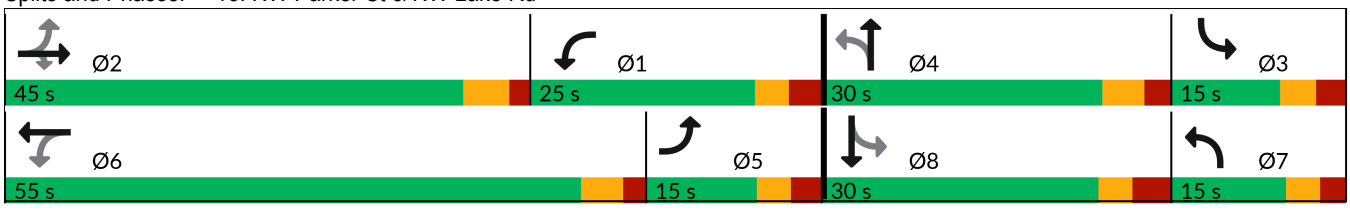
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	1122	-	-	1203	-	-	200
HCM Lane V/C Ratio	0.355	0.007	-	-	0.108	-	-	0.136
HCM Ctrl Dly (s/v)	14.7	8.2	-	-	8.4	-	-	25.9
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.6	0	-	-	0.4	-	-	0.5

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 Effct 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.

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	0	291	0
Stage 1	267	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.54	6.29	-	-	4.18	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.381	-	-	2.272	-
Pot Cap-1 Maneuver	479	755	-	-	1237	-
Stage 1	751	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	453	755	-	-	1237	-
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	NBR	WBLn1	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	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-

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

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

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	518
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	323	-
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	-	-	819	-	329	562
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	328	562
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	-

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	-	-

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_TotalPM (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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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															
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.

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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 veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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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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	-	-	-	-	-

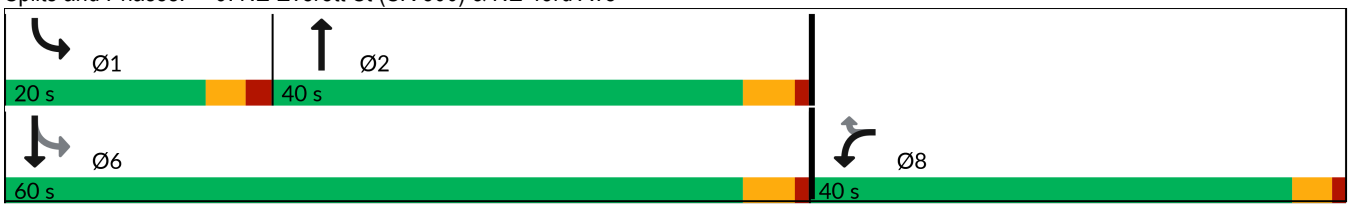
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.48	1.91	0
HCM LOS	C		

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	-	-

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 Effct 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_TotalPM (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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	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: 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.

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Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	119	18	56	463	484	72
Future Vol, veh/h	119	18	56	463	484	72
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	125	19	59	487	509	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1159	553	591	0	-	0
Stage 1	553	-	-	-	-	-
Stage 2	605	-	-	-	-	-
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	219	536	975	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	533	970	-	-	-
Mov Cap-2 Maneuver	341	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.68	0.97	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	970	-	358	-	-
HCM Lane V/C Ratio	0.061	-	0.403	-	-
HCM Ctrl Dly (s/v)	9	-	21.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

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

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	0	1378	702
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	677	-
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	-	-	904	-	255	496
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	904	-	231	496
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	576	-

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	-

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	-

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	-

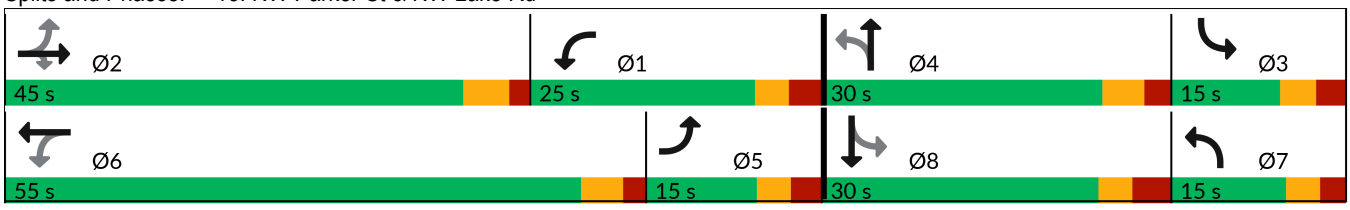
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	1.7	17.99	28.64
HCM LOS			C	D

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

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 Effct 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+I1), 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.

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	0	235	0
Stage 1	213	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.15	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.245	-
Pot Cap-1 Maneuver	539	818	-	-	1315	-
Stage 1	818	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	518	818	-	-	1315	-
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	NBR	WBLn1	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	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Appendix H:Year 2030 Mitigated Total Traffic Conditions Analysis Worksheets

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

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

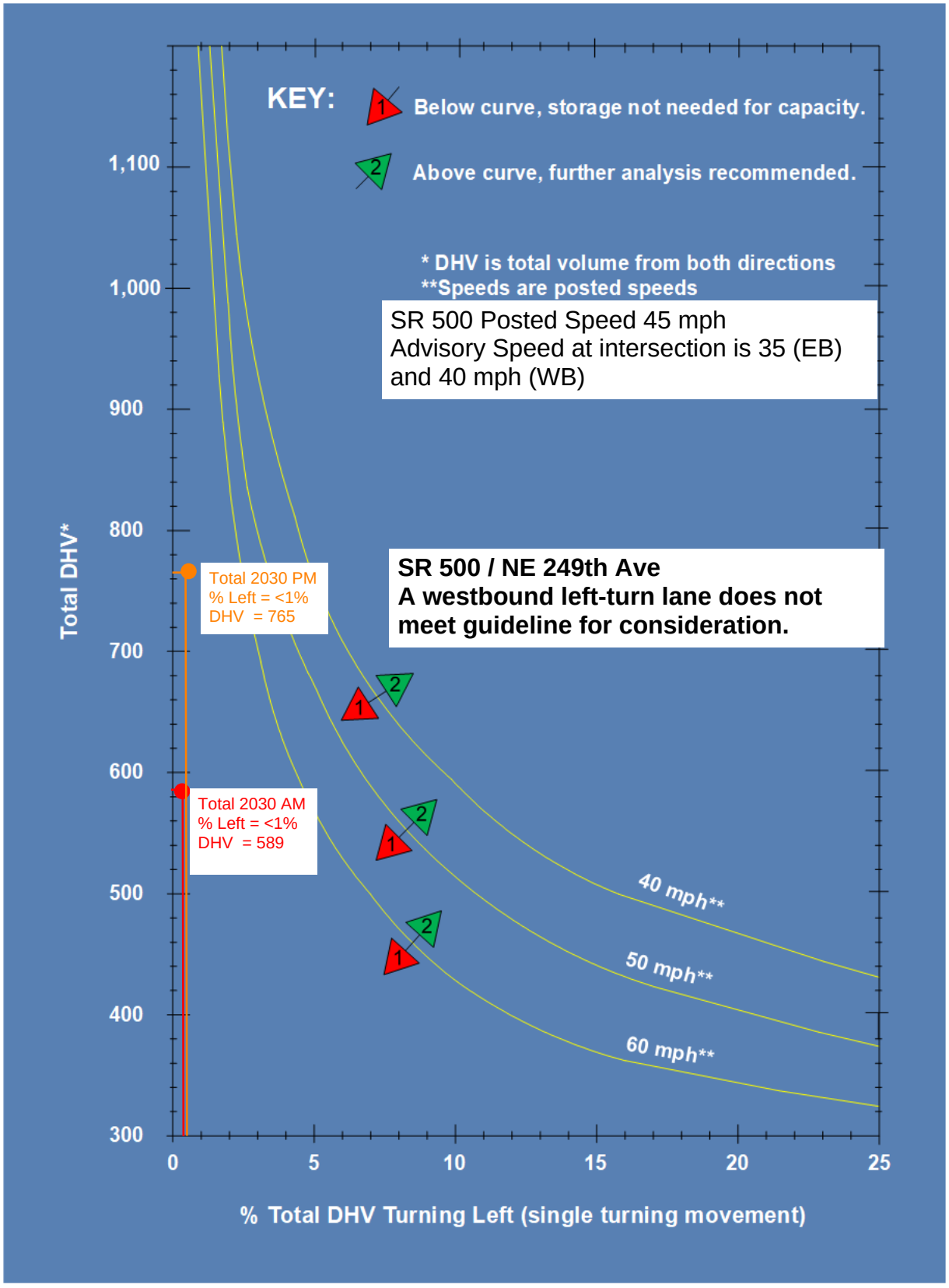
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Future Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	1	0	0	2	6	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

Appendix I: Turn Lane Worksheets

Exhibit 1310-9 Left-Turn Storage Guidelines: Two-Lane, Unsignalized



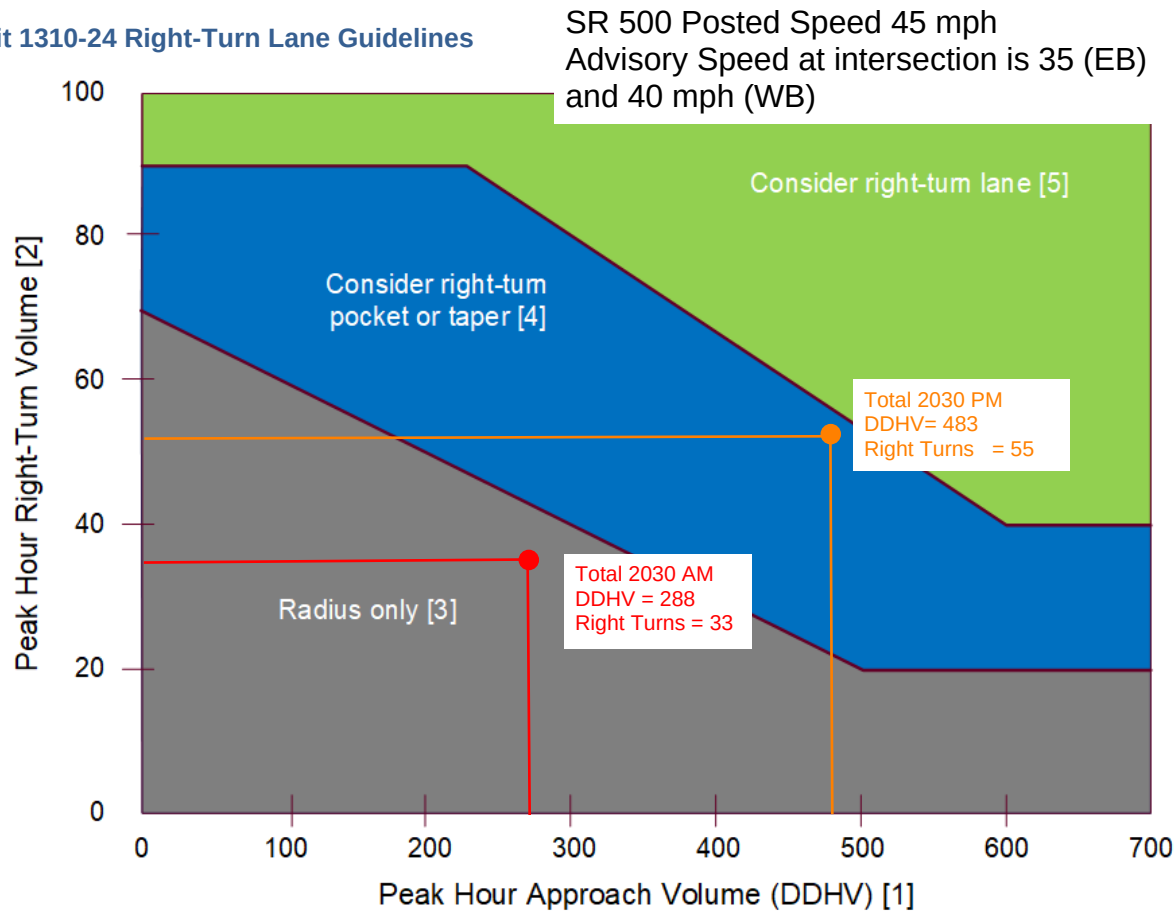
A capacity analysis may be used to determine whether right-turn lanes are needed to maintain the desired level of service.

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



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).

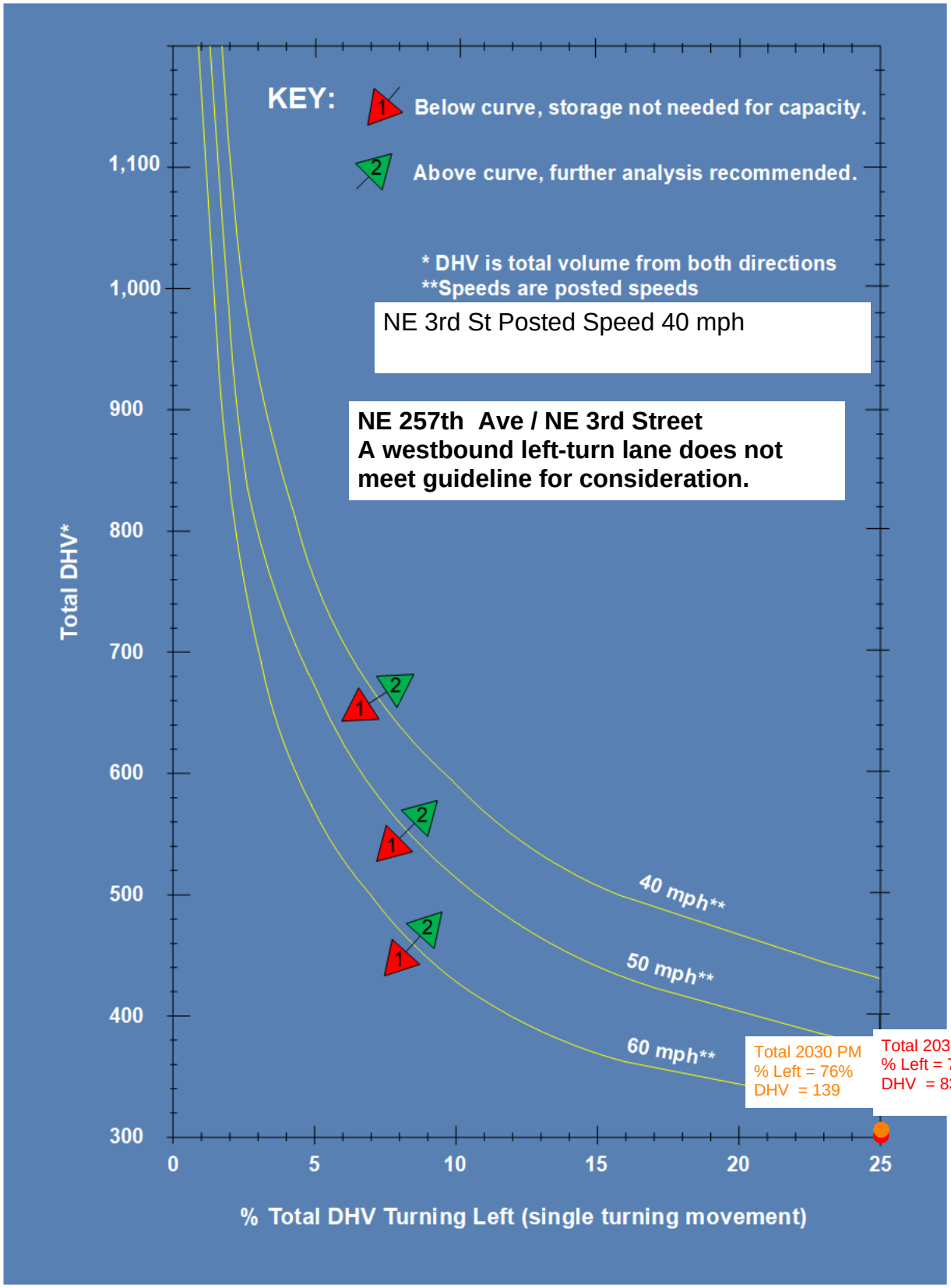
[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[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



Staff Report

July 20, 2026, Council Workshop Meeting

City Recognition and Naming Policy
Presenter: Alan Peters, Community Development Director
Time Estimate: 20 minutes

Phone	Email
360.817.7254	apeters@cityofcamas.us

BACKGROUND: From time to time, residents inquire about opportunities to recognize individuals through the naming of public facilities. The purpose of the draft policy is to establish clear and consistent criteria and processes for naming or renaming City-owned public facilities and streets. The policy is intended to ensure that names reflect the City's history, values, and sense of place and provide inclusive and respectful recognition of individuals, cultures, and natural features significant to Camas. Currently, according to Chapter 12.24 of the Camas Municipal Code, naming streets is the responsibility of the Community Development Director. However, processes for naming facilities other than streets are not outlined.

SUMMARY: The draft naming policy applies to public facilities (including streets, buildings, interior meeting rooms, parks, trails, bridges, etc.) but does not extend to donor recognition elements such as bench plaques.

The policy establishes new criteria for naming which specify that names may be based on (1) geographic location or natural features; (2) historical significance; (3) civil service and individual recognition; or (4) proportional to monetary contributions. Furthermore, names must be easy to pronounce and spell and not resemble or duplicate existing names. Renaming existing facilities is discouraged but allowed when clear public benefit can be proven. The policy also establishes the naming authority for various types of public facilities.

The policy also provides alternatives to permanent naming, recognizing that naming is not always appropriate or necessary. Alternatives include temporary recognitions such as proclamations, interpretive displays, or digital storytelling.

BENEFITS TO THE COMMUNITY: The policy will ensure that names are reflective of the community's history, values, and priorities. Its processes for receiving and making decisions on naming proposals ensure clarity, consistency, and fairness which would be beneficial for community members. The draft Our Camas 2045 Comprehensive Plan establishes Policy CC-1.6 in the Community Character chapter which states that the City should prioritize "naming streets, parks, and public facilities after historically significant people, events, geographic features, or native flora and fauna" and that the City should

"[c]onsider allowing naming rights in recognition of significant donations." This naming policy would implement this goal. The naming policy supports placemaking efforts which can give residents a greater appreciation of and connection to their public facilities.

STRATEGIC PLAN: This policy aligns with the Strategic Plan's Vibrant Community Amenities priority as it supports the enhancement of existing public spaces. The policy's provisions around street name and emergency response standards ensure that naming also continues to align with the Strategic Plan's Safe and Accessible Community priority.

POTENTIAL CHALLENGES: As the community grows, new naming opportunities will arise, along with requests to recognize individuals and groups whose contributions are significant to Camas. The policy will need to balance these opportunities with the need for consistency, transparency, community support, and thoughtful stewardship of names that may become a lasting part of the City's identity.

BUDGET IMPACT: There is no estimated budget impact of this policy.

RECOMMENDATION: Staff recommend that Council review and provide feedback on the draft naming policy and schedule it for consideration of approval by resolution at a future Regular Council Meeting.

City of Camas Recognition and Naming Policy

Section 1. Purpose

1. The purpose of this policy is to establish clear and consistent criteria and processes for naming or renaming City-owned public facilities and streets. This policy is intended to ensure that names reflect the City's history, values, and sense of place and provide inclusive and respectful recognition of individuals, cultures, and natural features significant to Camas.
2. This policy should also be followed in reviewing or preparing official comments or recommendations to state, federal, and/or intergovernmental boards taking actions regarding geographic names, naming, or renaming.

Section 2. Applicability

1. This policy applies to the naming or renaming of City-owned public facilities and streets, including:
    a. Streets, in accordance with the Street Naming Manual
    b. Parks, trails, open spaces, and associated amenities
    c. Buildings, including meeting rooms and other interior spaces
    d. Major infrastructure systems and components, including bridges
2. This policy does not apply to routine donor recognition elements, such as bench plaques, donor walls, engraved pavers, or similar features installed under an approved fundraising, memorial, or sponsorship program, provided that the recognition does not constitute the official naming of a public facility or grant naming rights. Any proposal to name a facility, portion of a facility, or public amenity in recognition of a donation, sponsorship, or other contribution remains subject to this policy.

Section 3. Naming Criteria

1. **Context, geographic location, and natural or geological features.** Names may be based on the facility's geographic location, existing or commonly recognized place names in the vicinity, and distinctive, predominant, or defining natural or geological features of the area, including native flora and fauna.
    a. Names selected under this subsection should have a clear, direct, and meaningful connection to the site and contribute to a coherent sense of place within the surrounding area.
    b. Facilities may be given official designations based on existing place names in the vicinity, including names associated with topographical

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features, waterways, neighborhoods, nearby landmarks or schools, or historically recognized sites.

2. **Historical significance.** Naming proposals with historical significance should meet one of the following criteria:
    a. The name is associated with a historically significant event or events reflecting broad patterns of Camas's history, including its mill town origins.
    b. The name is associated with the lives of people of citywide significance in Camas's past.
    c. The name would highlight previously under-documented or poorly understood historical narratives.
    d. The name reflects a distinctive architectural or engineering achievement, specific to buildings and other infrastructure.
    e. The City encourages the thoughtful use of Indigenous place names and languages, when appropriate, after consultation with tribal representatives to ensure accuracy, respect, and cultural integrity.
3. **Civil service and individual recognition.** Facilities may be named for individuals who have made a significant and positive contribution to the City of Camas or whose life and work are meaningfully connected to the community, including through public service, civic leadership, or historical significance. Relevant contributions may include:
    a. Leadership in civic organizations, public institutions, or community initiatives devoted to improving the quality of life in Camas.
    b. Accomplishments by individuals from Camas who have achieved distinction or recognition in their field and whose association with Camas is well documented.
    c. Historically significant individuals who lived in, worked in, or are otherwise closely associated with Camas, or who made notable visits or contributions that are part of the City's documented history.
    d. Leadership in events, programs, or efforts that have broadly enriched the cultural, civic, or social life of Camas residents.
    e. Facilities shall not ordinarily be named for living individuals, although exceptions may be considered when significant contributions or unusually outstanding public service would so justify, and when the individual is no longer serving the City in an official capacity.
4. **Contributions.** Except for public streets, facilities may be named for an individual or organization if that entity has made a significant direct property, monetary, or in-kind contribution toward the acquisition, development, construction, or substantial improvement of that facility.
    a. Naming consideration and duration shall be proportional and appropriate to the scale and public benefit of the contribution.

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   b. Naming consideration may be appropriate only when a transaction includes a donation, discount, or other contribution that provides a clear public benefit beyond fair market value. Properties sold to the City for fair market value should not be named for the seller.
   c. Contribution-based naming may be permanent or time-limited, as determined by the applicable naming authority and documented in a written agreement. Perpetual naming rights should not be granted unless expressly approved by the City Council.
5. **Segments of property.** For buildings and facilities, portions of a facility may have another name than that of the entire facility.
6. **Renaming.** Renaming existing public facilities or streets is generally discouraged and should be undertaken only after careful consideration of historical context, community input, and potential impacts. Renaming proposals must demonstrate a clear public benefit and alignment with this policy. For facilities whose names have been listed on general usage maps for fifty years or more, name changes should only be considered when the proposed name is supported by other City policies, priorities or initiatives.
7. **Clarity and Pronunciation.** Names should support clear communication for the public and emergency responders. Names from any language are appropriate when their spelling in the Roman alphabet and pronunciation can be clearly conveyed and is consistently used. Names should not duplicate or closely resemble existing names in a way that could create confusion for the public or emergency responders.

Section 4. Naming Authority

1. The Community Development Director is responsible for designating the names and numbers of City streets pursuant to the Street Naming Manual.
2. The Public Works Director designates the names of all new infrastructure systems and components.
3. The Library Board of Trustees is responsible for designating the names of any new Library facilities, including rooms or other library spaces.
4. The Parks and Recreation Commission is responsible for designating the names of any new City parks, trails, open spaces, and associated amenities.
5. The City Council is responsible for any other naming or renaming of existing facilities, or for any naming of a living individual or individual who has been deceased for less than ten years, including those facilities in 4.1 through 4.4.
6. The City Council has ultimate authority in all naming decisions, including those in subsections 4.1-4.4.

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Section 5. Naming Procedures

1. Naming proposals may be initiated by City Council or City staff, members of City boards or commissions, and members of the public.
2. All proposals must be submitted in writing and include:
    a. The proposed name, the rationale for the proposal, and an explanation of how the proposal satisfies the criteria in this policy.
    b. Background information on the individual, place, or concept being honored.
    c. Any historical, cultural, or community significance.
    d. Disclosure of any associated donation, sponsorship, or naming rights request.
3. Proposals must be submitted to the appropriate naming authority identified in Section 4. The naming authority may approve or deny the proposal or refer it to the City Council with a recommendation for action. Proposals subject to Section 4.5 require City Council approval. Unless City Council approval is required or the proposal is referred to the City Council, decisions made under subsections 4.1 through 4.4 are final.

Section 6. Alternatives to Permanent Naming

1. The City recognizes that permanent naming is not always appropriate or necessary. The City may favor an alternative form of recognition when permanent naming or renaming would cause operational confusion, substantial public expense, displacement of an established name, or other impacts disproportionate to the proposed recognition.
2. Alternatives may include interpretive signage, plaques, public art, or other forms of recognition that provide context and education while preserving flexibility for future community needs. City departments may also consider temporary or time-limited recognitions, such as proclamations, interpretive displays, or digital storytelling elements that highlight community history, cultural heritage, or individual contributions. Alternatives to permanent naming should generally satisfy the criteria in Section 3.

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Recognition and Naming Policy

CITY COUNCIL WORKSHOP

JULY 20, 2026

Purpose

- Establish clear and consistent criteria and processes for naming or renaming City-owned public facilities and streets.
- Ensure names reflect Camas's history, values, sense of place, and community identity.
- The policy would also be followed in considering recommendations to state, federal, and/or intergovernmental boards taking actions regarding geographic names, naming, or renaming.
- Currently, street naming authority exists in the Camas Municipal Code, but there is no clear comprehensive policy for naming other City facilities.

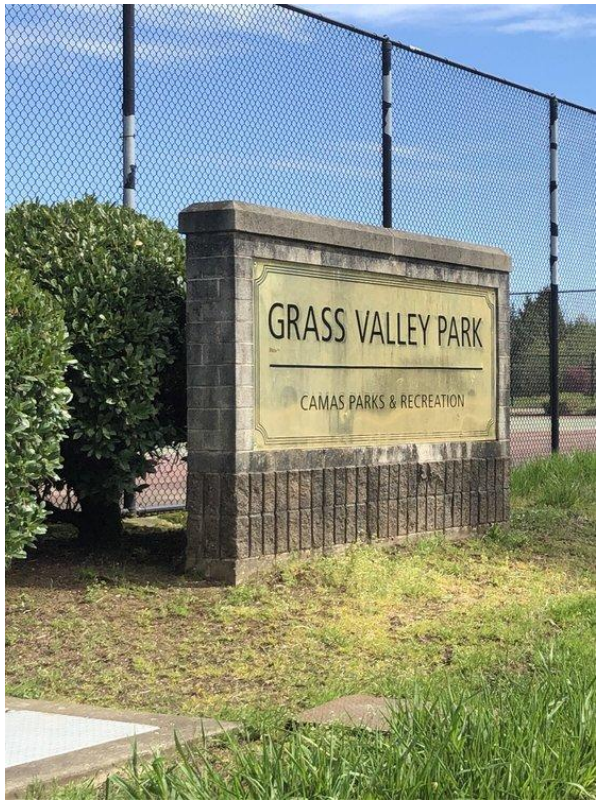
Applicability

- Applies to City-owned facilities including:
  - Streets, in accordance with the Street Naming Manual
  - Parks, trails, open spaces, and associated amenities
  - Buildings, including meeting rooms and other interior spaces
  - Major infrastructure systems and components, including bridges
- Does not apply to routine donor recognition elements, such as bench plaques, donor walls, engraved pavers, or similar features installed under an approved fundraising, memorial, or sponsorship program.



Naming Criteria

- Names may be based on:
  - Geographic location or natural features
  - Historical significance
  - Civil service or individual recognition
  - Significant monetary, property, or in-kind contributions
- Names should be clear, pronounceable, and not create confusion.



Individual Recognition

- Facilities may be named for individuals who made significant and positive contributions to Camas.
- Relevant contributions may include public service, civic leadership, community initiatives, cultural contributions, or historical significance.
- Facilities are not ordinarily named for living individuals.
  - City Council approval required for naming after a living individual or individual who has been deceased for less than ten years.

Contributions

- Naming can occur for an individual or organization who has made a significant direct property, monetary, or in-kind contribution toward the development of a facility.
- Naming consideration and duration shall be proportional and appropriate to the contribution.
  - Naming consideration may be appropriate only when a transaction includes a donation, discount, or other contribution that provides a clear public benefit beyond fair market value.
  - Properties sold to the City for fair market value should not be named for the seller.
- Contribution-based naming may be permanent or time-limited, as determined by the applicable naming authority and documented in a written agreement. Perpetual naming rights should not be granted unless expressly approved by the City Council.

Renaming

- Renaming existing public facilities or streets is generally discouraged and should be undertaken only after careful consideration of historical context, community input, and potential impacts.
- Renaming proposals must demonstrate a clear public benefit and alignment with this policy.
- For facilities whose names have been listed on general usage maps for fifty years or more, name changes should only be considered when the proposed name is supported by other City policies, priorities or initiatives.

Naming Authority

- Community Development Director
  - names and numbers of City streets pursuant to the Street Naming Manual
- Public Works Director
  - names of all new infrastructure systems and components
- Library Board of Trustees
  - names of any new library facilities, including rooms or other library spaces
- Parks and Recreation Commission
  - names of any new city parks, trails, open spaces, and associated amenities
- City Council
  - any other naming or renaming of existing facilities
  - Any naming of a living individual or individual who has been deceased for less than ten years
  - Council has ultimate authority in all naming decisions



Procedures

- Proposals may be initiated by City Council or City staff, members of City boards or commissions, and members of the public.
- Proposals include:
  - The proposed name, the rationale for the proposal, and an explanation of how the proposal satisfies the criteria in this policy.
  - Background information on the individual, place, or concept being honored.
  - Any historical, cultural, or community significance.
  - Disclosure of any associated donation, sponsorship, or naming rights request.
- Proposals must be submitted to the appropriate naming authority. The naming authority may approve or deny the proposal or refer it to the City Council with a recommendation for action.

Alternatives to Naming

- Permanent naming is not always appropriate or necessary.
- The City may favor an alternative form of recognition when permanent naming or renaming would cause operational confusion, substantial public expense, displacement of an established name, or other impacts disproportionate to the proposed recognition.
- Alternatives may include interpretive signage, plaques, public art, or other forms of recognition that provide context and education while preserving flexibility for future community needs. City departments may also consider temporary or time-limited recognitions, such as proclamations, interpretive displays, or digital storytelling elements that highlight community history, cultural heritage, or individual contributions.



City of Camas
WASHINGTON

Office of the Mayor

~ PROCLAMATION ~

WHEREAS, the Veterans of Foreign Wars of the United States (VFW) was founded in 1899 by a small group of veterans who returned from campaigns in Cuba and the Philippines, and banded together to create a veterans organization that would advocate on behalf of all veterans; and

WHEREAS, the VFW is a nonprofit veterans service organization comprised of eligible veterans and military service members from the active, Guard, and Reserve forces; and

WHEREAS, the VFW's mission is to foster camaraderie among United States veterans of overseas conflicts, to serve our veterans, the military, and our communities, and to advocate on behalf of all veterans; and

WHEREAS, since its inception, the VFW has been instrumental in the establishment of the Veterans Administration, the national cemetery system, and the creation of every national veterans' memorial; and

WHEREAS, the VFW has played a vital role in virtually every significant piece of veterans legislation passed in the 20th and 21st centuries, including the Honoring Our PACT Act, the most significant expansions of veterans benefits in history; and

WHEREAS, the VFW's 125th anniversary is being observed on September 29, 2024;

NOW THEREFORE, I, Steve Hogan, Mayor of the City of Camas, do hereby proclaim September 29, 2024, as:

"Veterans of Foreign Wars Day"

in honor of the VFW's invaluable contributions to the Camas veteran community and veteran communities worldwide. We stand with the VFW to ensure veterans are respected for their service, always receive their earned entitlements, and are recognized for the sacrifices they and their loved ones have made on behalf of this great country.

In witness whereof, I have set my hand and caused the seal of the City of Camas to be affixed this 16th day of September 2024.

Steve Hogan, Mayor

City of Camas
WASHINGTON

Thank you!

Proclamation Process

Each month, the Mayor issues one or more proclamations on behalf of the City of Camas. A proclamation is an official announcement that publicly recognizes a meaningful cause, initiative, or observance. All proclamations are signed by the Mayor and read aloud at a Regular Council Meeting during the relevant month or day of observance. If the Regular Council Meeting agenda is full, or during proclamation-heavy months such as May, June, and July, some proclamations will be read by title only and/or posted on our website and social media platforms.

Proclamations are ceremonial in nature — they celebrate and bring attention to events and issues important to our community.

The Mayor's office maintains an annual list of proclamations, though new requests are welcomed throughout the year. Proclamations may be initiated by community members, Council members, or the Mayor. Some have been part of the City's tradition for years based on past public or Council requests, while others reflect causes the Mayor wishes to highlight for our community. **Proclamations are not statements of policy and do not require the approval or action of the Council.**

Reviewing Public Requests for Proclamations

Staff will consider requests to proclaim certain events or causes when such proclamations positively impact the community and convey an affirmative message to Camas community members.

Proclamations that are political in nature, that are controversial, or that likely would not enjoy a high level of community interest and support are discouraged.

Public Request Procedure

1. Requests are to be made by City residents.
2. The request must be made at least four weeks in advance of a regularly scheduled Council meeting.
3. A local resident is to be in attendance to accept the proclamation. *This is not a hard-and-fast rule – it is a preference. Remote attendance is acceptable as well.*
4. The City retains the right to modify, edit, or otherwise amend the proposed proclamation to meet its requirements, needs, or policy determinations.
5. The City retains the right to decide if the proclamation will be issued or not.
6. The person(s) making the request must submit a completed *Application Requesting a City Proclamation* and submit a copy of the proposed proclamation. A sample proclamation is attached to the application to provide format suggestions.
7. The Mayor, City Administrator, and/or staff designee will determine if the proposed proclamation meets the intent of this policy. When there is uncertainty in making this determination, the Mayor will consult with the Leadership Team for their guidance.
8. Once approved, the proclamation will be added to the appropriate Council agenda.
9. If not approved, the applicant will be notified of the decision and the reason(s) for the decision.

2026 Proclamations:

February
Black History Month

March
Women's History Month
American Red Cross Month
Public Procurement Month (This is a new request from the Finance Director)

April
Child Abuse Prevention Month
National Library Week

May
Water Safety Month
Taiwanese American Heritage Week
National Public Works Week
Military Appreciation Month (online)
Jewish American Heritage Month (online)

June
Asian American, Native Hawaiian, and Pacific Islander Heritage Month (online)
LGBTQ+ Pride Month
Alzheimer's and Brain Awareness Month
Juneteenth Day

July
Parks and Recreation Month

September
Constitution Week
Hispanic Heritage Month

October
Disability Employment Awareness Month
Breast Cancer Awareness Month

November
Veterans Day
Native American Heritage Month

Proclamation Request Form

- The City will consider proclamation requests for events or causes that positively impact the community and convey an affirmative message to Camas community members as a whole.
- Requests are to be made by residents of the City at least four weeks in advance of the desired regular Council meeting.
- The City retains the right to modify, edit, or otherwise amend the proposed proclamation to meet its requirements, needs, or policy determinations; as well as the right to decide if the proclamation will be issued or not.
- A City resident is to be in attendance to accept the proclamation.

Requestor's Information

First Name *

Last Name *

Daytime Phone *

Email *

Address

Street Address

Address Line 2

City

State / Province / Region

Postal / Zip Code

Country

Proclamation Details

Proclamation Title *

Purpose *

- [ ] Recognize community member(s) or organization
- [ ] Ask for community support for local cause
- [ ] Announce local event

Brief Description *

Include description of group/organization/cause, purpose and/or message to convey

Proclamation Covers *

- ◯ Day
- ◯ Week
- ◯ Month

Dates Proclamation Covers

Sponsor Name *

Individual, Agency or Organization

Presentation Details

Council Meeting Date *

Council meetings are the 1st and 3rd Mondays of the month; choose which Monday meeting it be read at

One-Page Draft Language

Upload

(Word format preferred)

Person(s) Receiving Proclamation *

Name/title of individual or organization receiving it at the Council meeting (Include contact information)

News Publication(s) Submitting To

Other Display / Distribution Plans

Date Submitted

Date will be captured on form submission

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reCAPTCHA

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