

AGENDA
CITY OF STEVENSON COUNCIL MEETING
June 17, 2021
6:00 PM, City Hall

Those attending in-person will be required to follow current state guidelines for facemasks and distancing.

Call-in numbers 253-215-8782, 669-900-6833, 346-248-7799, 312-626-6799, 929-205-6099 or 301-715-8592, Meeting ID 889 7550 7011, Zoom link <https://us02web.zoom.us/j/88975507011> or via YouTube at <https://www.youtube.com/channel/UC4k9bA0IEvsF6PSoDwjJvA/>

Information in parentheses after the agenda item reference the 2021-2022 council goal the item relates to.
Items with an asterisk (*) have been added or modified after the initial draft publication of the Agenda.

1. CALL TO ORDER/PRESENTATION TO THE FLAG: Mayor to call the meeting to order, lead the group in reciting the pledge of allegiance and conduct roll call.

2. CHANGES TO THE AGENDA: *[The Mayor may add agenda items or take agenda items out of order with the concurrence of the majority of the Council].*

- a) * 6/15 changes include:
 - Addition of Main Street, and LDB Liquor License Renewals (item 3a)
 - Revision of Minutes to remove Councilmember Hendricks from the vote on the Consent Agenda (item 3b)
 - Addition of Fire Department Report (item 9i)
 - Addition of Voucher information (item 11)

- b) ** 6/17 changes include:
 - Addition of public comments for 6-Year TIP (item 6a)
 - Revision of Vouchers to correct vendor payment, no changes to the amounts (item 11)

3. CONSENT AGENDA: The following items are presented for Council approval. *[Consent agenda items are intended to be passed by a single motion to approve all listed actions. If discussion of an individual item is requested by a Council member, that item should be removed from the consent agenda and considered separately after approval of the remaining consent agenda items.]*

- a) ***Liquor License Renewals** - Main Street Convenience and LDB Beverage-Jester and Judge

- b) ***Minutes** of May 20, 2021 Council Meeting.

MOTION: To approve consent agenda items a and b.

4. PUBLIC COMMENTS: *[This is an opportunity for members of the audience to address the Council. If you wish to address the Council, please sign in to be recognized by the Mayor. Comments are limited to three minutes per speaker. The Mayor may extend or further limit these time periods at his discretion. The Mayor may allow citizens to comment on individual agenda items outside of the public comment period at his discretion.]*

a) Public Comments - Enclosed in the packet are written public comments received ahead of the noon deadline on the council meeting date and requested to be included in the packet.

5. PRESENTATIONS FROM OUTSIDE AGENCIES:

a) Skamania County Public Works - Public Works Director/County Engineer Tim Elsea will update council on building inspection services as per the interlocal agreement.

6. PUBLIC HEARINGS:

a) **Transportation Improvement Program (5a) - City Administrator Leana Kinley presents the six-year Transportation Improvement Program (TIP) for public input and council consideration. This is the second of two scheduled public hearings for the annual TIP update.

MOTION: To approve the six-year Transportation Improvement Program [as presented/with changes as discussed].

7. SITUATION UPDATES:

a) Sewer Plant Update (1) - City Administrator Leana Kinley will provide an update on the Stevenson Wastewater System and the Compliance Schedule.

8. COUNCIL BUSINESS:

a) Award Contract for 2021 Collection Systems Improvement Project (1) - Public Works Director Karl Russell recommends the council award the 2021 Collection Systems Improvement Project contract to Crestline Construction in the amount of \$1,939,897.79. A copy of the bid tabulation sheet is attached.

MOTION: To award the 2021 Collection Systems Improvement Project to Crestline Construction in the amount of \$1,939,897.79.

b) Approve Interagency Data Sharing Agreement - City Administrator Leana Kinley presents the attached agreement with the Office of the Washington State Auditor in preparation for the 2020 audit for council consideration.

MOTION: To approve the interagency data sharing agreement between the City of Stevenson and the Office of the Washington State Auditor as presented.

- c) Approve American Rescue Plan Act Agreement** - City Administrator Leana Kinley presents the US Treasury Coronavirus Local Fiscal Recovery Fund Award Terms and Conditions agreement for council review and consideration. This will provide the city with a total of \$446,916 over 2 years (\$223,458 in 2021 and 2022) and can be used to address negative economic impacts caused by the public health emergency, replace lost public sector revenue, provide premium pay for essential workers, and invest in water, sewer and broadband infrastructure.

MOTION: To approve the US Treasury Coronavirus Local Fiscal Recovery Fund Award Terms and Conditions agreement as presented.

- d) Discuss Iman Cemetery ROW** - Councilmember Dave Cox will initiate the discussion on solutions to reduce city liability at the city right of way at the end of Iman Cemetery Road. Some signage examples are included in the council packet.
- e) Discuss Tools for Affordable Housing (6)** - City Administrator Leana Kinley presents the staff memo regarding tools available to Stevenson for increasing affordable housing for council discussion.

9. INFORMATION ITEMS:

- a) Chamber of Commerce Activities** - The report presented describes some of the activities conducted by Skamania County Chamber of Commerce in May 2021.
- b) Sheriff's Report** - The Skamania County Sheriff's report for activity within Stevenson city limits for May 2021 is presented for council review.
- c) Planning Commission Minutes** - Minutes from the 5/10/21 Planning Commission meeting are presented.
- d) Financial Report** - City Administrator Leana Kinley presents the Treasurer's Report and year-to-date revenues and expenses through May 2021.
- e) Project Status Updates** - City Administrator Leana Kinley and city staff present updates on city projects in process.
- f) Cascade Locks Update** - The maps for the Multi-Use Trail System project mentioned at the last council meeting are attached.
- g) Petition from Iman Rock Creek Tract Community** - The enclosed petition was received from residents in the Iman Cemetery neighborhood requesting action be taken to alleviate the problems of trespass and abuse in the neighborhood.
- h) *Fire Department Report** - The Stevenson Fire Department's report for May, 2021 is presented for council review.

10. CITY ADMINISTRATOR AND STAFF REPORTS:

- a) Karl Russell, Public Works Director
- b) Ben Shumaker, Community Development Director
- c) Leana Kinley, City Administrator

11. VOUCHER APPROVAL:

- a) **May 2021 payroll & June 2021 AP checks have been audited and are presented for approval. May payroll checks 15176 thru 15181 total \$97,253.50 which includes EFT payments. June 2021 AP checks 15182 thru 15227 total \$246,843.07 and includes EFT payments and checks. The AP check register with fund transaction summary is attached for review.

MOTION: To approve the vouchers as presented.

12. MAYOR AND COUNCIL REPORTS:

13. ISSUES FOR THE NEXT MEETING: *[This provides Council Members an opportunity to focus the Mayor and Staff's attention on issues they would like to have addressed at the next council meeting.]*

14. ADJOURNMENT - Mayor will adjourn the meeting.

=====

UPCOMING MEETINGS AND EVENTS:

- July 4, 2021-Independence Day Fireworks Show at Skamania County Fairgrounds
- July 5, 2021-Independence Day (observed)-City offices closed
- July 15, 2021-Regular City Council Meeting

MINUTES
CITY OF STEVENSON COUNCIL MEETING
May 20, 2021
6:00 PM, City Hall and remote

Those attending in-person were required to follow current state guidelines for facemasks and distancing. Others attended via virtual platforms.

Information in parentheses after the agenda item references the 2021-2022 council goal the item relates to.

Items with an asterisk (*) were added or modified after the initial draft publication of the agenda.

1. CALL TO ORDER/PRESENTATION TO THE FLAG: Mayor Anderson called the meeting to order at 6:00 p.m., led the group in reciting the Pledge of Allegiance and conducted roll call.

In attendance were Mayor Scott Anderson; Councilmembers Robert Muth, Annie McHale, Amy Weissfeld, Dave Cox; City Administrator Leana Kinley, Community Development Director Ben Shumaker, Public Works Director Karl Russell; City Attorney Ken Woodrich. Public attendees included Bob Wilson, Eric Allen, Judith Morrison, Mary Repar, Rosie Marquez, Pat Rice, Andrew Grossman, Darrell Shaw, Lee Anne Shaw, Sarah Fuller, Brian McKenzie.

2. CHANGES TO THE AGENDA: *[The Mayor may add agenda items or take agenda items out of order with the concurrence of the majority of the Council].*

- a) * 5/19 changes include: Updated TIP public hearing with comments received (item 5a), addition of copier contract with Ricoh (item 7i), addition of Fire Department Report (item 8h), addition of Voucher information (item 10a)
- b) ** 5/20 changes include: Addition of public comment (items 4 & 5a)

3. CONSENT AGENDA: The following items were presented for Council approval. *[Consent agenda items are intended to be passed by a single motion to approve all listed actions. If discussion of an individual item is requested by a Council member, that item will be removed from the consent agenda and considered separately after approval of the remaining consent agenda items.]*

- a) **Special Occasion Liquor License Application** - American Legion Auxiliary Post 137 at the Skamania Fairgrounds on August 18th from 12pm-10pm, 19th from 12pm-11pm, 20th from 10am-12am, and 21st from 10am-12am for the Skamania County Fair.
- b) **Liquor License Renewals** - Clark and Lewie's and Big T's Grill
- c) **Water Adjustment** - Kenneth Hinzman (meter No. 610200) requests a water adjustment of \$110.32 for a water leak which they have since repaired.
- d) **Water Adjustment** - City Staff requests an additional adjustment to last month's request of \$199.05 for La Casa de Sabor to include updated water usage for the full leak period for an additional \$335.78 and a total leak adjustment of \$534.83.
- e) **Minutes** of April 15, 2021 Council Meeting.

MOTION to approve consent agenda items a-e was made by **Councilmember Cox**, seconded by **Councilmember Weissfeld**.

- Voting aye: **Councilmembers Muth, Weissfeld, McHale, and Cox**

4. PUBLIC COMMENTS: **Mayor Anderson** asked comments to be kept to 3 minutes. Emails from the following contributors were read, as they arrived after the time for inclusion in the meeting packet:

>Michael and Alyssa Johnson opposed waiving utility fees for a multi-unit housing development on Vancouver Avenue, stating the developer should contribute fees to the city for utilities.

>Julie May commented on proposed zoning changes and requested more property owner input. She also said the city should not waive hook-up fees, the developer should pay.

>Andrew Grossman opposed a waiver eliminating utility hookup fees for a new affordable housing development on Vancouver Avenue.

Public Comments delivered in person:

>Judith Morrison spoke against a waiver eliminating utility hookup fees for a new affordable housing development on Vancouver Avenue and provided some figures on taxes and fees she brought regarding the project.

Councilmember Weissfeld briefly described Stevenson's past lack of planning for sewer and water infrastructure improvements, stating some of the figures from Morrison were misleading due to construction costs.

>Lee Ann Shaw spoke and questioned the need for another proposed housing development.

>Mary Repar spoke about livability and workforce housing needs and urged policy changes regarding affordable housing in Stevenson. She also asked why there was no city representation at the housing and homeless council.

>Rosie Marquez asked about parking needs for the proposed housing development.

>Pat Rice stated he was disappointed to learn about the proposal to eliminate the utility hookup fee for the low-income housing development. He said it was not fair, as he is attempting to build smaller, more affordable homes in Stevenson.

>Bob Wilson had questions regarding the legality of the contract and loan application for the proposed development. He declared there was no credible bona-fide documentation for affordable Section 8 housing and no certification was provided regarding a need.

>Eric Allen asked the Council to deny the utility hook-up waiver for the developer.

>Brian McKenzie spoke as the developer regarding the project, stating he was aware of the affordable housing problem in Stevenson and wanted to offer a housing solution.

>Eric Allen spoke about bringing subsidized housing to his neighborhood and the traffic generated.

>Lee Anne Shaw commented about the development not being part of the historic neighborhood.

>Judith Morrison declared it was unfair for city residents to be asked to subsidize the utility hook-up fees for the proposed development. She was reminded comments were to be directed to the City Council.

>Andrew Grossman stated there is a fine line between affordable housing and low-income properties. He suggested the development was rapidly approaching where it won't work out for existing homeowners.

5. PUBLIC HEARINGS:

- a) **Transportation Improvement Program (5a) -Public Works Director Karl Russell** presented the six-year Transportation Improvement Program (TIP) for public input and council review. This is the first of two scheduled public hearings for the annual TIP update.

PW Director Karl Russell provided background information and a staff report on the 2022-2027 TIP Summary. It describes the condition of roads and provides guidance on where to add funds. He is waiting on a traffic study to see where traffic is flowing through town. Road work needs to coincide with utilities underground. He advised the order of projects on the document does not indicate any priority or schedule.

Mayor Anderson opened the public hearing at 6:38 to receive comments for or opposed. **PW Director Karl Russell** clarified the focus is on existing roads that need improvement.

Public Comments received:

>Pat Rice, a resident on Del Ray, asked to have the Del Ray project budgeted at \$400K delayed a month until a private road/traffic study is complete, and data is gathered. He stated the city confirmed no data was used to justify the Del Ray project.

City Administrator Leana Kinley explained the current TIP projects were rolled forward from last year's TIP pending a comprehensive traffic study. No items on the list have had any traffic study. The city-wide traffic study is scheduled to be completed at the end of September 2021.

Projects can be added through individual public request. Del Ray was requested to be added to the TIP in 2015.

The TIP project list will be used to review the projects following the traffic study. Not all projects will be initiated. Some have been on the list since 1998 or earlier. Being on the TIP list allows the city to apply for grants in the next biennium in the event there is an urgent need or a grant that fits becomes available. She pointed out the Request for Proposals showed Del Ray was part of that study, which Mr. Rice had a copy of. Residents on Del Ray have chosen to do their own traffic study.

>Pat Rice stated it was insulting to keep Del Ray on there just because a couple people asked to have it added. He said it was disruptive and stressful, and data and science should have

been used to justify it being on the list. Don't insult us further and threaten our neighborhood with a \$400K road.

>Rick May spoke next. He stated he and Julie May requested to have Del Ray put on the list seven years ago. He asked to now have it removed.

Mayor Anderson closed the public hearing at 6:47 p.m. **City Administrator Kinley** noted there will be a second public hearing on TIP at the June 17th, 2021 Council meeting, and the TIP must be approved by June 30th, 2021.

A short discussion followed between Councilmembers and city staff regarding inclusion or removal of projects on the TIP list. **City Administrator Kinley** pointed out that it is the Council which ultimately approves what is on the list and none of the projects on the list are necessarily approved. She highlighted prior to any project funding application moving forward, the city intends to engage in additional communication and public input.

Councilmember Weissfeld shared there were specific reasons Del Ray had been included, and the school and larger community also had an interest. **PW Director Russell** advised too many other road and street projects are needed, and Del Ray was unlikely to be on Public Work's radar.

It was determined to allow the TIP hearing process to proceed in order to obtain and consider additional comments received at the second public hearing scheduled for June 17th, 2021. **Councilmember Weissfeld** stated all public comments are recorded, and there is no need to attend the second hearing if comments were already expressed.

6. SITUATION UPDATES:

- a) **COVID-19 Update-Mayor Scott Anderson** provided an update on the city's response to the COVID-19 pandemic. By June 30th, 2021, all areas will be open, earlier if 70% of those 16 years of age or older are vaccinated. All counties have gone to phase 3. Mask mandate has been modified-unless establishment asks, masks are optional. He welcomed the changes.

City Administrator Kinley reported the next round of COVID-19 relief funding would provide \$350K in two phases. The funds can be used for public health, to replace lost revenue, provide premium pay for employees, invest in wastewater, broadband improvements, etc.

- b) **Sewer Plant Update (1)-Public Works Director Karl Russell** provided an update on the Stevenson Wastewater System and the Compliance Schedule. He stated it was business as usual. As of April 2021, Hood River raised their rates from 12 cents per gallon to 34 cents per gallon for bio-solids being hauled into their WWTP. He is looking for quotes from other facilities. Longview's cost per gallon is 11 cents, but the transportation expense would likely rise.

Councilmember Cox asked about the affect the price rises would have on the current budget. **City Administrator Kinley** explained the budget was based on the anticipation all local production facilities would be at full capacity, and since they are not, there are fewer bio-solids to haul. Regional wastewater treatment plants are upgrading their facilities to increase their capacity.

Public Works Director Russell also noted the budget is still below where the City was when contracting with Jacobs. **City Administrator Kinley** added that with increased regional development there is less open land to apply bio-solids, and they will eventually need to go to a landfill. **Public Works Director Russell** shared Public Works is in the planning stages with the PUD for moving power for future WWTP upgrades. The bid goes out later in 2021. Contractors reported difficulties with getting materials and bids for materials for the Rock Creek project. The bid period has been extended.

7. COUNCIL BUSINESS:

- a) **Approve Proclamation Recognizing May 2021 as National Wildfire Protection Month-** **Mayor Scott Anderson** presented Proclamation 2021-02 recognizing May 2021 as National Wildfire Protection Month for council consideration. **Councilmember McHale** asked for and received clarification on what the motion would provide in the event there is a fire.

MOTION to approve proclamation 2021-02 recognizing May 2021 as National Wildfire Protection Month as presented was made by **Councilmember Weissfeld**, seconded by **Councilmember Cox**.

Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox.**

- b) **Approve Contract for Community Garden -****City Administrator Leana Kinley** presented the attached contract with the Musicians of Stevenson and Skamania County (MOSS) for improvements to the Stevenson Community Garden funded through the Tourism Fund in the amount of \$2,500. The Tourism Advisory Committee met on April 26th and approved the project and the amount as a one-time only, outside of cycle.

MOTION to approve the tourism-funded contract with MOSS for improvements to the Stevenson Community Garden as presented in the amount of \$2,500 was made by **Councilmember Cox**, seconded by **Councilmember McHale**.

Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox.**

- c) **Approve Fairground Well Agreement-****City Administrator Leana Kinley** presented an agreement with Skamania County for the construction of a well at the county fairgrounds for irrigation use. She provided background and history on the issue regarding the need and regulations in place for the well. Attorney Woodrich explained agreements need a term specified and suggested the proposed 50-year agreement was appropriate.

>Sarah Shaw asked why does the county need a well?

City Administrator Leana Kinley explained it would be less expensive to drill a well then pay city rates for treated water, as this is just for irrigation. Water rights are another consideration.

MOTION to approve the fairground irrigation well agreement with Skamania County as presented was made by **Councilmember Weissfeld**, seconded by **Councilmember Cox**.

Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox**.

- d) **Approve Gorge Homes, LLC Agreement (7)**-**City Administrator Leana Kinley** presented the agreement with Gorge Homes, LLC to waive system development charges for low-income housing units. The current maximum amount would be \$83,324.31 for water connections and \$104,856 for sewer connections if the maximum number of 17 units are developed and managed as low-income properties.

Following an extended discussion, Council received notice the developer had withdrawn the request for a waiver. It was agreed additional options should be explored and considered to support affordable housing sites.

- e) **Approve CDBG Contract Amendment (7)**-**City Administrator Leana Kinley** explained and presented amendment A to the Community Development Block Grant for housing rehabilitation loans through Mid-Cascade housing authority extending the end date to December 31, 2021 due to COVID-19 delays.

MOTION to approve CDBG contract 18-62210-037 amendment A as presented was made by Councilmember Cox, seconded by Councilmember McHale.

Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox**.

- f) **Approve Amendment to Residential Building Capacity Grant-Community Development Director Ben Shumaker** presented and explained the amendment with the Department of Commerce for the Growth Management Services Increasing Residential Capacity Grant revising the deliverables for council consideration.

MOTION to approve amendment # 1 to contract number 20-63210-003 with Department of Commerce as presented was made by **Councilmember Weissfeld**, seconded by **Councilmember McHale**.

Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox**

- g) **Approve Contract with Exigy LLC-City Administrator Leana Kinley** presented and explained the contract with Exigy LLC to facilitate a community workshop on diversity, equity and inclusion for council review and consideration. Council will also need to discuss availability for dates and times to hold the workshop.

MOTION to approve the contract with Exigy LLC for facilitating a community workshop on diversity, equity and inclusion in the amount of \$4,500 as presented was made by **Councilmember McHale**, seconded by **Councilmember Cox**.

Voting aye: **Councilmembers Muth, McHale, Cox**
Abstained: **Councilmember Weissfeld**.

Following the vote **Councilmember Weissfeld** requested verification be made on who was to lead the workshop. **City Administrator Leana Kinley** asked Council to establish which dates would work for the training. September 2021 was agreed to, and **City Administrator Leana Kinley** will provide a Doodle poll to finalize dates.

- h) **Approve Contract with Lancaster Mobley (5) -City Administrator Leana Kinley** presented the contract with Lancaster Mobley for a city-wide traffic study for council review and consideration. It has been on the TIP since the early 2000's.

MOTION to approve the contract with Lancaster Mobley for a traffic study in the amount of \$51,277 as presented was made by **Councilmember Cox**, seconded by **Councilmember Weissfeld**.

Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox**

- i) **City Administrator Leana Kinley** presented and explained the purchase contract and service agreement for a new Ricoh copier for City Hall usage for Council consideration.

MOTION to approve the purchase of a new Ricoh Copier with a service agreement for \$7,570.00 (minus a rebate) made by **Councilmember Cox**, seconded by **Councilmember Weissfeld**.

Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox**

8. INFORMATION ITEMS-The following items were presented for Council review:

- a) The **Skamania County Sheriff's** activity report within Stevenson city limits for April 2021.
- b) **Port of Cascade Locks Project Update** from Executive Director Olga Kaganova.
- c) **Skamania County Chamber of Commerce** activities for April 2021.
- d) **Financial Report -City Administrator Leana Kinley** presented the Treasurer's Report and year-to-date revenues and expenses through April 2021.
- e) **Planning Commission Meeting Minutes** from 3/8/21, 3/15/21 and 4/12/21.

- f) **Project Status Updates (18)-City Administrator Leana Kinley** and city staff presented updates on city projects in process.
- g) **Candidate Filing Week May 17-21.** The Mayor and three council positions are on the November ballot. Information about running for elected office was enclosed in the packet. Applications close promptly at 4 p.m.
- h) *The **Stevenson Fire Department's** activity report for April 2021.

9. CITY ADMINISTRATOR AND STAFF REPORTS:

a) **Karl Russell, Public Works Director**

- Rock Creek lift station bid awards going out next week.
- Mowing of ROW areas, maintenance of cross walks and parking T's taking place.
- Lost option to contract with Clark County Public Works for road striping, working with Skamania County to find alternative company to provide striping services.
- 1st Street amenities moving forward, working with state.
- WWTP upgrades taking place.
- Rock Creek Drive planting strip likely to be redone with native species.

b) **Ben Shumaker, Community Development Director**

- Stevenson Shoreline Master Program, began 2011, adopted in 2018 by City Council is under review by Department of Ecology. They will provide recommended or required changes which will then be sent to the Planning Commission for recommendations. Possible final adoption August 2021.
- An intern is being hired to conduct the city parking analysis.
- Brownfield Redevelopment Integrated Grant application was successful, allows continued study of Columbia ROW relocation, contract possible in July 2021.
- Stevenson Downtown Association's effort 'Spruce Up Stevenson' was successful.
- Planning Commission is finalizing approval of 4-lot short plats on Rock Creek Drive, across from Hegewald Center. Divided into 4 lots, buyers are in place already. Could support 20 units, will have 3. Current market dynamics don't provide for highest use.

c) **Leana Kinley, Stevenson City Administrator**

- Staff is working on moving and refile building permits under street address.
- She advised the recent Blake decision from the Washington Supreme Court regarding controlled substances may require Council action to address illicit drug possession. Attorney Woodrich provided background information on the decision and what the legislature is looking to do to respond. Having the county and city align ordinances will be important.
- **Councilmember Weissfeld** asked for clarification on trail work the Port of Cascade Locks is working on. **Leana Kinley, City Administrator** explained the PoCL is working on several trails, and it may be the one that goes through Mitchell Point. The PoCL has changed meeting dates, so representatives can now attend City of Stevenson meetings.

10. VOUCHER APPROVAL:

- a) *April 2021 payroll & May 2021 AP checks have been audited and are presented for approval. April payroll checks 15126 thru 15130 total \$96,523.30 which includes EFT payments. May 2021 AP checks 15110 thru 15125 and 15131 thru 15175 total \$276,920.08 and includes EFT payments and checks. The AP check register with fund transaction summary was attached for review.

MOTION to approve the vouchers as presented was made by **Councilmember Weissfeld** seconded by **Councilmember McHale**.

- Voting aye: **Councilmembers Muth, Weissfeld, McHale, Cox.**

11. MAYOR AND COUNCIL REPORTS: None presented.

12. ISSUES FOR THE NEXT MEETING:

Councilmember Cox expressed concerns over the public perception that access to Rock Creek Falls from Iman Cemetery Road was on city property and offered ideas to limit approaches to the Falls. He also asked about ensuring the area’s property deeds reflect accurate boundaries. Attorney Woodrich provided information on reducing trespass and nuisance issues and potential liability. **City Administrator Kinley** noted neighboring property owners had contacted her, and she would inform them the issue would be on the June 17th, 2021 City Council meeting agenda.

Rick May asked the Council to look at the Housing Needs Analysis to figure out how to get sewer services to areas prior to making any zoning changes. **Mayor Anderson** suggested referral to the Planning Commission.

Councilmember Weissfeld asked residents living in the Vancouver Avenue neighborhood if council needed to know anything in particular. It was pointed out Vancouver Avenue was on the TIP list.

13. ADJOURNMENT- **Mayor Anderson** adjourned the meeting at 8:28 p.m.

Scott Anderson, Mayor

Date



Leana Kinley <leana@ci.stevenson.wa.us>

Letter to City Council

Margie Hidalgo <margiehidalgo@yahoo.com>

Wed, Jun 9, 2021 at 3:06 PM

To: "citycouncil@ci.stevenson.wa.us" <citycouncil@ci.stevenson.wa.us>, Leana Kinley <leana@ci.stevenson.wa.us>

Good afternoon,

I'd like to have the attached letter directed to the Stevenson Council members included in the next meeting's Public Comments.

Please let me know if you have any questions or concerns.

Thank you,

Margie Hidalgo



Letter to City Council.docx

15K

Dear City of Stevenson Council Members:

June 9, 2021

From observing the Stevenson Council meetings, it appears that the City of Stevenson is ostensibly focused on promoting more opportunities for residential housing because of an acute housing shortage. Thus, it is confusing to become cognizant of the multitude of obstacles that the planning director has put forward to stall and prevent this from happening. One notable and heart wrenching case is that of Cesar Hernandez, who through years of hard work in the Gorge area, saved enough to buy the property located on Del Ray in the City of Stevenson, with the dream of building a house for his wife and children. Instead, he has encountered a myriad of bureaucratic obstacles to prevent this dream for home ownership and upward mobility in his adopted country. Some of the nonsensical obstacles he is facing include:

- 1) The denial of a biologist's report paid for by Mr. Hernandez, that would have cleared the way for the construction of a small house, because it does not follow the precise format required by Mr. Shumaker.
- 2) The seemingly arbitrary setback of 50 ft required by the Planning Commission when Mr. Hernandez' plans include a 37 ft setback. This is doubly confusing because, the "stream" in actually is a drainage ditch that dries up during the summer, and the construction of his home would have absolutely no impact on any fish or wildlife that might inhabit it (because they don't). Additionally, I find it puzzling that the previously built house was in almost the exact spot that Mr. Hernandez intends to build. Equally disconcerting, is the fact that the neighboring school's property is not limited to any buffer zone at all. While, I understand the need to preserve and protect the wildlife in both Stevenson and Skamania county, the discrepancy between 25 ft buffer requirements for Skamania County, North Bonneville, Camas, and other Gorge towns are so marked, (25 ft, opposed to 50 ft required by the City of Stevenson's planning director).

This unfair situation leads to me to wonder: Does the City of Stevenson truly want to invite hardworking families to build here, live here, prosper, and contribute to the well-being of Stevenson? Does the City of Stevenson truly want to be inclusive and egalitarian, welcoming new residents from all walks of life? Which leaves the unthinkable: Does the City of Stevenson want to prevent hard working people with a dream, such as Cesar Hernandez from becoming established residents of our city? As a resident of Stevenson, I'm requesting that the nonsensical obstacles preventing this family from settling in our city be reconsidered. There are a number of us that believe that his presence would benefit our city.

Thank you for your consideration,

Margie Hidalgo
Stevenson, WA



City of Stevenson

Public Works Department

(509)427-5970

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

TO: Stevenson City Council

FROM: Karl Russell, Public Works Director and Leana Kinley, City Administrator

DATE: 6/17/21

SUBJECT: Transportation Improvement Program (TIP)

Executive Summary:

This is the annual review of all street projects planned in the city limits. Projects are added to this list through citizen request or staff recommendation and council approval. The list is used to meet requirements for grant funding applications. There are two public hearings held and the final list is required to be adopted by July 1st of each year. This is the second public hearing held for the 2022-2027 Transportation Improvement Program.

Overview:

All Cities, Towns, and Counties are required to adopt a 6-year Transportation Improvement Program. Elements of the program should contain fiscally constrained projects for the first four years, and projects of regional significance shall be submitted to the Regional Transportation Planning Organization (RTPO) for inclusion in their respective TIP's, where applicable. The RTPO then submits their regional TIP to Washington State Department of Transportation (WSDOT) for inclusion into the Statewide Transportation Improvement Program (STIP).

The transportation projects that are listed in the TIP go through a process in which the City of Stevenson uses a prioritization system to determine which road systems will be upgraded/rebuilt and in what order. Road projects may not always take place in order of prioritization due to funding eligibility and grant program criteria. The City Council has the ultimate say in which projects are approved and the order in which these projects will be completed.

The projects reflected are a continuation from last year's approved TIP, with date changes. The transportation study, which has been on the TIP as early as 2008, will be completed by the end of 2021 for a comprehensive picture on the condition of the infrastructure and to inform project prioritization.

The following documents include:

- A summary and overview of all projects on the TIP and with changes highlighted in red.
- A brief overview of the projects including a map and associated improvements.
- The formal TIP worksheet for submittal to WSDOT.
- A worksheet for descriptions of acronyms used in the TIP worksheet.

Action Needed:

Motion to approve the 2022 TIP as presented or with changes as discussed.

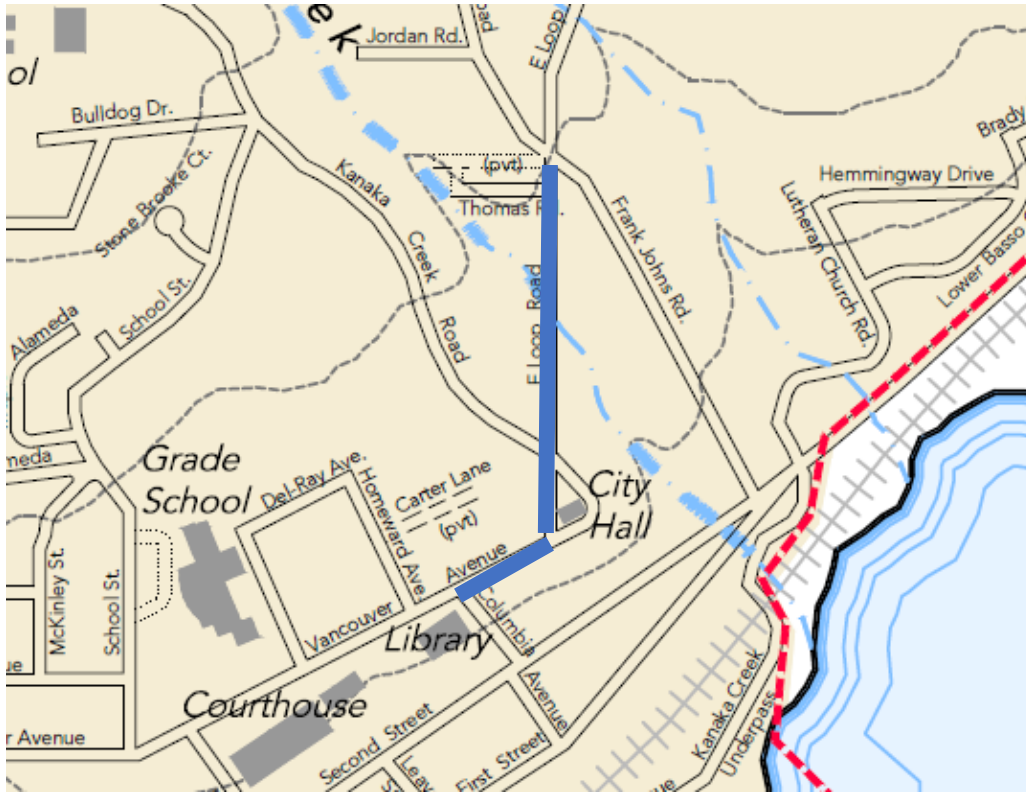
2022-2027 TIP Summary Overview

Date changes highlighted in red with the initial dates indicated by the arrows.

6-year Street TIP 2022-2027	2020	2021	2022	2023	2024	2025	2026	2027	2020-2027	Initial TIP*
First Street	186,000	659,000							845,000	2018
Loop Road Grind and Inlay		--->		390,000					390,000	2020
School Street Grind and Inlay			440,000						440,000	2020
Kanaka Underpass-Phase 1			88,000						88,000	1998
Kanaka Underpass-Phase 2			--->		320,000				320,000	1998
Roosevelt St. Overlay			--->					670,000	670,000	1998
Leavens Overlay			225,000						225,000	2005
Iman Loop-Iman Cemetery Sidewalk			--->					75,000	75,000	2008
Stormwater System Repair & Upgrade			500,000						500,000	2012
Lakeview St			--->					74,000	74,000	2008
Foster Creek Rd (acquire additional ROW)				-					-	2014
Chipseal McEvoy, Wisteria, Ridgecrest				36,000					36,000	2008
Loop Rd. Sidewalk				--->				200,000	200,000	1998
Chipseal Vancouver				45,000					45,000	1998
Frank Johns Sidewalk (Loop-Second)				75,000	374,000				449,000	2019
Monda Rd (straighten out intersection)				--->				80,000	80,000	2008
Vancouver Sidewalk-East End					--->			125,000	125,000	2005
Rock Creek Bridge Replacement					--->		1,301,000	6,899,000	8,200,000	2008
Chipseal (Major, Hillcrest, E. Loop Rd.)						--->		35,000	35,000	2008
Chipseal (Lasher, Roselawn)						23,000			23,000	2013
Roselawn Ave Overlay						165,000			165,000	2005
Del Ray Ave							--->	400,000	400,000	2016
Columbia Ave Realignment						625,000	1,200,000		1,825,000	2021
Russell Phase 2 (Vancouver-Second)								400,000	400,000	2005
Total Street CIP by Year	186,000	659,000	1,253,000	546,000	694,000	813,000	2,501,000	8,958,000	15,610,000	

*The initial TIP date is the TIP year the project (or part of the project) was found to be placed on the TIP. This was a quick search and did not include records prior to 1998 and from 1999-2004, 2006-2007 and 2010. The year listed is the TIP reporting year, which means the schedule was adopted in the summer prior (the 2018 TIP was adopted by July of 2017).

2022 6-year TIP Update Project Maps



#27 Loop Road Grind and Inlay-
 Repair stormwater, replace water lines, underground utilities, extend sewer, grind and inlay.
 \$390k
 June 2023

#26 School Street Grind and Inlay-Repair stormwater, replace waterlines, grind and inlay.
 \$440k
 June 2022



#10 Kanaka Creek Underpass Phase 1-Rebase, surface road, modify drainage, prime and chipseal.
 \$88k
 Jan 2022

2022 6-year TIP Update Project Maps

#11 Kanaka Creek Underpass Phase 2-Improve underpass bridge.

\$320k

Jan 2024



#5 Roosevelt Street Overlay – Sidewalks, storm drain, overlay.

\$670k

Jan 2027

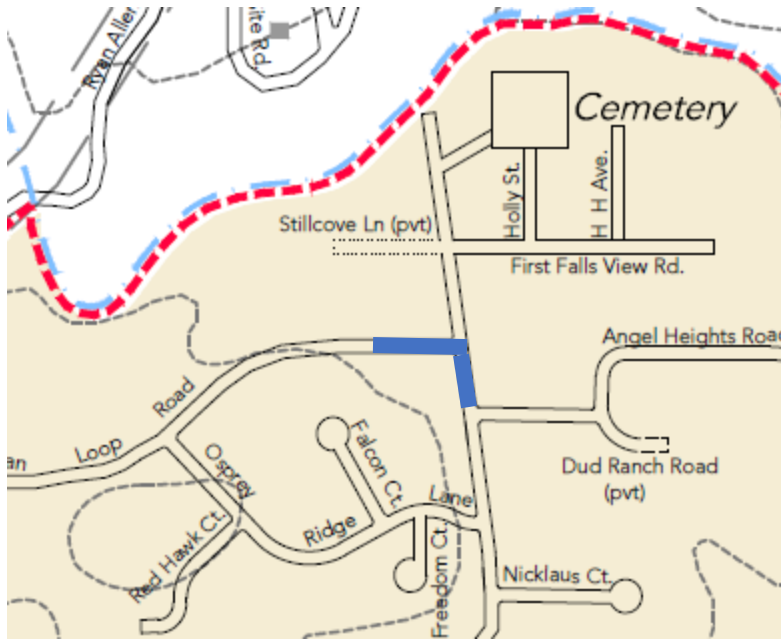
#4 Leavens Overlay – Remove/grind deteriorated sections of asphalt, add sidewalk on west side.

\$225k

Aug 2022



2022 6-year TIP Update Project Maps



#14 Iman Loop-Iman Cemetery Sidewalk – Continue sidewalk and curbing

\$75k

Sept 2027

#21 City wide stormwater system repair and upgrade

\$500k

July 2022

#6 Lakeview Street – rebuild and pave Lakeview, improve storm drainage

\$74k

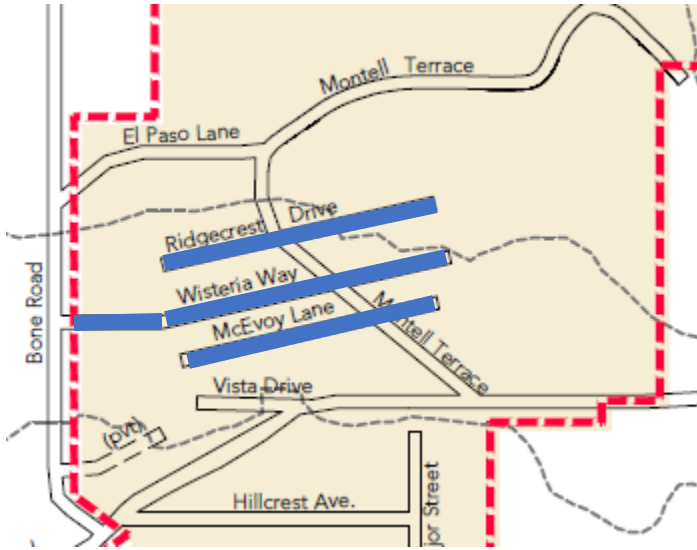
July 2027



#7 Foster Creek Road – Acquire additional Right of Way

Jan 2023

2022 6-year TIP Update Project Maps



#8 Chipseal Program – McEvoy Lane, Wisteria Way, Ridgecrest Dr.

\$36k

July 2023

#15 Loop Road Sidewalk –Construct sidewalk between McEvoy Lane to Bone Road.

\$200k

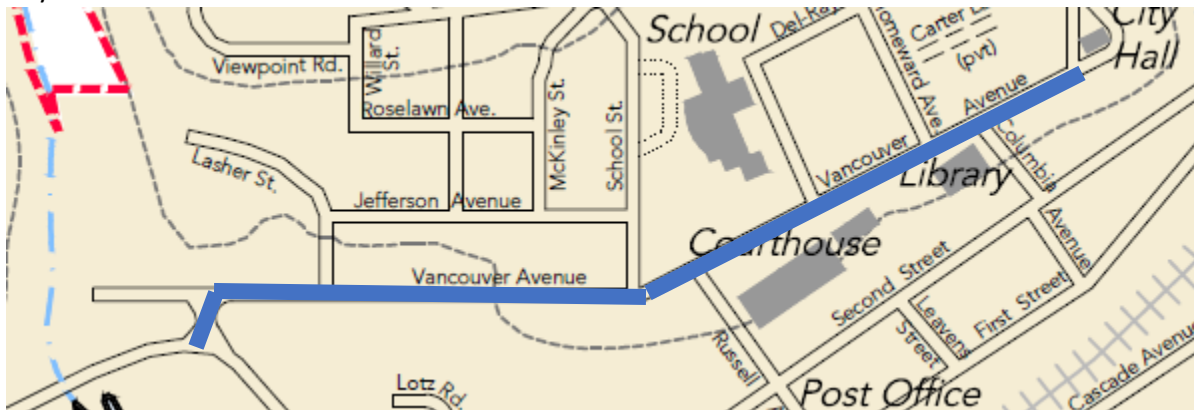
July 2027



#16 Chipseal – Vancouver Ave

\$45k

July 2023



2022 6-year TIP Update Project Maps



#17 Frank Johns Sidewalk – Construct new sidewalk along east side.

\$449k

Preliminary Engineering-Sept 2023

Construction - June 2024

#19 Monda Road – Straighten out the intersection where Monda and Iman Cemetery Road meet.

\$80k

Aug 2027



#12 Vancouver Sidewalk East End – Install sidewalks and curbs.

\$125k

July 2027

2022 6-year TIP Update Project Maps

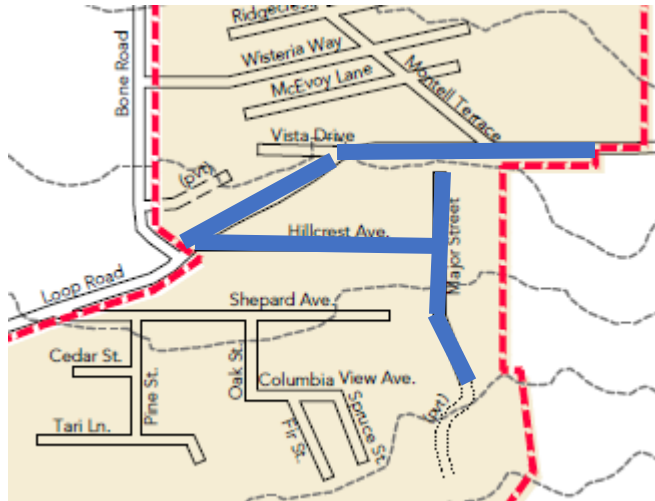
#13 Rock Creek Bridge Replacement

\$8.2M

Preliminary Engineering-May 2026

Right of Way Acquisition-June 2026

Construction-March 2027



#18 Chipseal – Major St, Hillcrest and E. Loop Rd.

\$35

July 2027

#20 Chipseal – Lasher, Roselawn

\$23k

July 2025



2022 6-year TIP Update Project Maps



#24 Roselawn Avenue Overlay – From Willard to McKinley, sidewalks, storm drains and ramps, overlay of entire street.

\$165k

July 2025

#29 Russell Avenue Rebuild-Phase 2 – From Vancouver to Second St, new streetlights, sidewalks, storm drains and ramps, reconstruction of entire street.

\$400k

July 2027



Functional Class	Index Number	2022-2027 TIP Project Identification										Expenditure Schedule				Environmental Type	R/W Required?		
		Improvement Types	Status	Total Length	Utility Codes	Phase	Phase Start	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd			3rd	4th-6th
		Hearing Dates: 5/20/21 & 6/17/21		*The city intends to communicate with residents and stakeholders before any funding applications move forward on the projects listed below.															
		Adopted on																	
02	9	First Street	06	P	0.68	C,P,W,T	PE	Jan 2020	TAP	133		53	186	186		186	CE	NO	
		From Columbia Street to mid-way to Frank Johns Rd.	07				CN	Jan 2021	TAP	575		44	619	619		619			
		Construct traffic calming, sidewalks, and new surfacing	12																
		Totals								708		97	805	805		805			
07	27	Loop Road Grind and Inlay	03	P	0.29	T,W,P,	All	June 2023			TIB	360	30	390		390	CE	No	
		From: Columbia to Frank Johns	07			C,G,S													
		Engineering, grind & inlay, stormwater	06																
		Totals										360	30	390					
08	26	School Street Grind and Inlay	03	P	0.24	T,W,P,	All	June 2022			TIB	400	40	440		440	CE	No	
		From: Hot Springs to Kanaka Creek Avenue	07			C,G,S													
		Engineering, grind & inlay, stormwater	06																
		Totals										400	40	440					
09	10	Kanaka Creek Underpass Phase 1	03	P	0.2	S	All	Jan 2022				88	88		88	CE	Yes		
		From SR 14 to Cascade Ave	06																
		Rebase, surface road, modify drainage, prime and chipseal	07																
		Totals								0		88	88		88				
09	11	Kanaka Creek Underpass Phase 2	09	P	0.01	S	All	Jan 2024				320	320		320	EA	No		
		From SR 14 to Cascade Ave																	
		Improve Underpass bridge																	
		Totals								0		320	320		320				
07	5	Roosevelt Street Overlay	07	P	0.13	C, P, T	All	Jan 2027				80	20	100		100	CE	No	
		From Hot Springs to High School	06			G, S, W						500	70	570		570			
		Engineering, sidewalks, stormdrain, overlay	03																
		Totals								0		580	90	670		670			
09	4	Leavens Overlay	06	P	0.05	C, P, T	ALL	Aug 2022				200	20	225		225	CE	No	
		From First Street to Second Street	07			G, S, W													
		Remove/grind deteriorated sections of asphalt																	
		Add sidewalk on West side																	
		Totals								0		200	20	225		225			

Functional Class	Index Number	2022-2027 TIP Project Identification											Expenditure Schedule				Environmental Type	R/W Required?		
		Improvement Types	Status	Total Length	Utility Codes	Phase	Phase Start	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd			4th-6th	
08	14	Iman Loop-Iman Cemetery Sidewalk	06	P	0.1	W, C, S	All	Sept 2027					75	75				75	No	
		Continue sidewalk and curbing	32			T														
		Totals							0				75	75				75		
07	21	Storm water System Repair and Upgrade	06	P	0		PE	July 2022					500	500				500	CE	No
09		Repair and upgrade failing storm water																		
08		system in the City																		
		Totals							0				500	500				500		
09	6	Lakeview Street	07	P	0.05	W, P	All	July 2027					74	74					CE	No
		Rebuild and pave Lakeview, improve				C, T														
		Storm drainage													0	0				
		Totals							0				74	74						
07	7	Foster Creek Road	31	P	0.38		RW	Jan 2023											CE	Yes
		From Rock Creek Dr. to Ryan Allen Rd																		
		Acquire additional Right Of Way																		
		Totals							0				0	0				0		
09	8	Chipseal Program	07	P	0.55	S, P, T	All	July 2023					18	18				18	CE	No
		McEvoy Lane, Wisteria Way, Ridgecrest Dr				G, W							18	18				18		
		Totals							0				36	36				36		
07	15	Loop Road Sidewalk	06	P	0.2	S, W	All	July 2027			160	40	200		200				CE	No
		From McEvoy Lane to Bone Road	32																	
		Construct Sidewalk between McEvoy & Bone Road																		
		Totals							0		160	40	200					0		
09	16	Chipseal	07	P	0.95	S, W	All	July 2023					45	45				45	CE	No
		Vancouver Ave																		
		Totals							0				45	45				45		
09	17	Frank Johns Sidewalk	06	P	0.24	C,G,P,	PE	Sep 2023			68	7	75	10	30	20		15	CE	No
		From Loop Rd to Second Street				S,T,W	CN	June 2024			340	34	374					374		
		Construct new sidewalk along east side																		
		Totals							0		408	41	449	10	30	20		389		
09	19	Monda Road	01	P	0.01	P, T	All	Aug 2027					80	80				80	CE	No
		Straighten out the intersection where	12																	
		Monda and Iman Cemetery Road meet																		
		Totals							0				80	80				80		

Functional Class	Index Number	2022-2027 TIP Project Identification											Expenditure Schedule				Environmental Type	R/W Required?		
		Improvement Types	Status	Total Length	Utility Codes	Phase	Phase Start	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd			4th-6th	
07	12	Vancouver Sidewalk East End	06	P	0.1		All	July 2027					125	125				25	CE	Yes
		From Columbia Ave to City Hall	32																	
		Install sidewalks and curbs																		
		Totals							0				125	125				25		
07	13	Rock Creek Bridge Replacement	08	P	0.01	S,W,P,	PE	May 2026	BR	931			145	1,076				1,076	EIS	Yes
		Bridge Replacement					RW	June 2026		195			30	225				225		
			09			C,T,G	CN	March 2027		5,968			931	6,899				6899		
		Totals								7,094			1,106	8,200				8,200		
09	18	Chipseal	07	P	1.08	W, T, S	All	July 2027					35	35				35	CE	No
		Major St, Hillcrest and E Loop Road				P, G														
		Totals								0			35	35				35		
09	20	Chipseal	07	P	0.71	W,S,P	ALL	July 2025					23	23	23				CE	No
		Lasher, Roselawn				G,T														
		Totals								0			23	23				0		
09	24	Roselawn Avenue Overlay	03	P	0.09	W, S, G	All	July 2025					165	165				65	CE	No
		From: Willard to McKinley	06																	
		Engineering, sidewalks, storm drain and ramps.	07																	
		Overlay entire street	Totals							0			165	165				65		
09	23	Del Ray Avenue	01	P	0.13	C,G,P,	ALL	Jan 2027		400				400				400	CE	No
		From Kanaka Creek Road to School	06			S,T,W														
		Construct new road, sidewalks, street lights and storm drains	07																	
		Totals								400				400				400		
06	28	Columbia Avenue	01	P	0.05	C,G,P,	PE	May 2025		400				400				400	CE	Yes
		From Second Street to First Street	06			S,T,W	RW	June 2025		195			30	225				225		
		Construct new road, sidewalks, street lights and storm drains, relocating water and sewer lines	12				CN	March 2026		1080			120	1200				1200		
		Totals								1675				1825				1825		
07	29	Russell Avenue Rebuild Phase 2	03	P	0.09	T,W,P,	PE	Feb 2027		75			8	75				75	CE	Yes
		From: Vancouver to Second Street	06			C,G,S	CN	May 2027		325			33	325				325		
		New Street lights, sidewalk & reconstruction	07																	
		Totals								400			41	400	0	0	0	400		

Six Year Transportation Improvement Program Instructions for Completing the Form

Include all projects regardless of location or source of funds.

Complete the form for the six year program in accordance with the following instructions.

Heading

Agency	Enter name of the sponsoring agency.
County Number	Enter the OFM assigned number (see LAG Appendix 21.44).
City Number	Enter the OFM assigned number (see LAG Appendix 21.45).
MPO/RTPO	Enter the name of the MPO (if located within urbanized area) or RTPO (if in the rural area).
Hearing Date	Enter the date of the public hearing.
Adoption Date	Enter the date this program was adopted by council or commission.
Resolution Number	Enter Legislative Authority resolution number if applicable.
Amendment Date	Enter the date this program was amended by council or commission.

Column Number

1. Functional Classification. Enter the appropriate 2-digit code denoting the Federal Functional Classification. (Note: The Federal Functional Classification must be approved by FHWA.)

Description

00 - No Classification

Rural (under 5,000 population)

- 01 - Interstate
- 02 - Principal Arterial
- 06 - Minor Arterials
- 07 - Major Collector
- 08 - Minor Collector
- 09 - Local Access

Urban (over 5,000 population)

- 11 - Interstate
- 12 - Freeways & Expressways
- 14 - Other Principal Arterials
- 16 - Minor Arterial
- 17 - Collector
- 19 - Local Access

2. Priority Numbers. Enter local agency number identifying agency project priority (optional).

3. Project Identification. Enter (a) Federal Aid Number if previously assigned; (b) Bridge Number; (c) Project Title; (d) Street/Road Name or Number/Federal Route Number; (e) Beginning and Ending Termini (Mile Post or Street/Road Names); and (f) Describe the Work to be Completed.

4. Improvement Type Codes. Enter the appropriate federal code number(s).

Description

01 - New construction on new alignment	07 - Resurfacing	14 - Bridge Program Special
02 - Relocation	08 - New Bridge Construction	21 - Transit Capital Project
03 - Reconstruction	09 - Bridge Replacement	22 - Transit Operational Project
04 - Major Widening	10 - Bridge Rehabilitation	23 - Transit Planning
05 - Minor Widening	11 - Minor Bridge Rehabilitation	24 - Transit Training/Admin
06 - Other Enhancements	12 - Safety/Traffic.Operation/TSM	31 - Non Capital Improvement
	13 - Environmentally Related	32 - Non Motor Vehicle Project

5. Funding Status. Enter the funding status for the entire project which describes the current status.

S - Project is **selected** by the appropriate selection body & **funding is secured.**

P - Project is subject to selection by an agency other than the lead and is listed for planning purposes and **funding has not been determined.**

6. Total Length. Enter project length to the nearest hundredth mile (or code "00" if not applicable).

7. Utility Code(s). Enter the appropriate code letter(s) for the utilities that would need to be relocated or are impacted by the construction project.

C - Cable TV	S - Sewer (other than agency-owned)
G - Gas	T - Telephone
O - Other	W - Water
P - Power	

Six Year Transportation Improvement Program Instructions for Completing the Form

8. **Project Phase.** Select the appropriate phase code of the project.

- PE - Preliminary Engineering, including Design (or Planning)
- RW - Right of Way or land acquisition
- CN - Construction only (or transit planning or equipment purchase)
- ALL - All Phases from Preliminary Engineering through Construction
(Use only in Years 4, 5, & 6)

9. **Phase Start Date.** Enter the month/day/year (in MM/DD/YY format) that the selected phase of the project is actually expected to start.

10. **Federal Fund Sources.** Enter the Federal Fund Source code from the table below.

			FTA Discretionary for Capital Expenditures
BIA	- Bureau of Indian Affairs	5307	- FTA Urban Areas
BR	- Bridge Replacement or Rehab.	5309(Bus)	- Bus
CBDG	- Community Development Block Grant (HUD)	5309(FG)	- Fixed Guideways
		5309(NS)	- New Starts
CMAQ	- Congestion Mitigation Air Quality	5310	- FTA Elderly/Disabled
DEMO	- TEA-21 Demo Projects (Selected)	5311	- FTA Rural Areas
Discretionary	- Ferry Boat Discretionary, Public Lands Highway, Scenic Byways, etc.	REV	- Rural Economic Vitality Program
DOD	- Department of Defense	STP(C)	- STP Statewide Competitive Program
IC	- Interstate Construction	STP(E)	- STP Transportation Enhancements
IM	- Interstate Maintenance	STP(S)	- STP Safety Including Hazard and RR
NHS	- National Highway System	STP(R)	- STP Rural Regionally Selected
3037	- FTA Job Access/Reverse Commute	STP(U)	- STP Urban Regionally Selected
		STP	- STP (WSDOT Use Only)

11. **Federal Cost.** Enter the total federal cost (in thousands) of the phase regardless of when the funds will be spent.

12. **State Fund Code.** Enter the appropriate code for any of the listed funds to be used on this project.

CAPP	- County Arterial Preservation Program	PWTF	- Public Works Trust Fund
CHAP	- City Hardship Assistance Program	RAP	- Rural Arterial Program
TPP	- Transportation Partnerships Program	SCP	- Small City Program
AIP	- Arterial Improvement Program	WSDOT	- WSDOT funds
PSMP	- Pedestrian Safety & Mobility Program	OTHER	- Any other <u>unlisted</u> state fund codes
PTSP	- Public Transportation Systems Program		

13. **State Funds.** Enter all funds from the State Agencies (in thousands) of the phase regardless of when the funds will be spent.

14. **Local Funds.** Enter all the funds from Local Agencies (in thousands) of the phase regardless of when the funds will be spent.

15. **Total Funds.** Enter the sum of columns 10, 12, and 14.

16-19. **Expenditure Schedule - (1st, 2nd, 3rd, 4th thru 6th years).** Enter the estimated expenditures (in thousands) of dollars by year. (*For Local Agency use.*)

20. **Environmental Data Type.** Enter the type of environmental assessment that will be required for this project. (This is required for *Federally funded* projects.)

- EIS - Environmental Impact Statement
- EA - Environmental Assessment
- CE - Categorical Exclusion

21. **R/W Certification.** If Right of Way acquisition is required, enter R/W Certification Date if known. (This is required for *Federally funded* projects.)



MEMORANDUM

To: City of Stevenson Staff

From: Hann Lee, P.E.

Date: June 16, 2021

Subject: Analysis of the Need for Del Ray Avenue



6/16/21

P.O. Box 1849
Vancouver, WA 98668
Phone: (360) 727-3119

INTRODUCTION

Del Ray Avenue in Stevenson, Washington exists only as a public right-of-way with underground utilities located within the public right-of-way. The City of Stevenson has expressed interest in developing the street but there does not appear to be any substantial public benefit reasons to develop the street. The adjacent neighbors do not support the development of a future street along the Del Ray Avenue right-of-way and would like to see the public right-of-way vacated. Because underground public utilities do exist in this right-of-way, if the right-of-way is vacated, then a utility easement would need to be created to assure maintenance access to these utilities. The purpose of this traffic study is to study whether the development of Del Ray Avenue is needed or not.

EXISTING CONDITIONS

The following provides a description of the existing street system in the study area including a description of street classifications and characteristics. The Washington State Department of Transportation (WSDOT) functional classification map was used to determine the street classification for the City of Stevenson roadways.

Vancouver Avenue: Vancouver Avenue is a two-lane major collector roadway. Sidewalks exist along both sides of the roadway east of School Street. Sidewalks exist along the north side of the roadway west of School Street. There is no posted speed limit but there is a posted school zone speed limit of 20 mph.

School Street: School Street is a two-lane minor collector roadway. Sidewalks exist along both sides of the roadway. There is no posted speed limit but there is a posted school zone speed limit of 20 mph.

Kanaka Creek Road: Kanaka Creek Road is two-lane major collector roadway. Sidewalks exist along the east side of the roadway. An approximately 200 foot section of sidewalk exists along the west side of the roadway north of Loop Road. The posted speed limit is 25 mph.

Loop Road: Loop Road is a two-lane major collector roadway. Sidewalks exist along the north side of the roadway. The posted speed limit is 25 mph.

Homeward Street: Homeward Street is a two-lane local roadway. Sidewalks exist along the west side of the roadway. There is no posted speed limit but is assumed to be 25 mph.

Homeward Avenue: Homeward Avenue is a two-lane local roadway. There is no posted speed limit but is assumed to be 25 mph.

As part of this study, the following intersections were analyzed:

- School Street/Elementary School Exit
- School Street/Elementary School Entrance
- School Street/Vancouver Avenue
- Homeward Street/Vancouver Avenue
- Homeward Avenue/Vancouver Avenue
- Kanaka Creek Road/Loop Road

Figure 1 shows the study area and these analysis intersections.

These intersections were selected for analysis due to their proximity to the Del Ray Avenue as well as the Stevenson Elementary School. The analysis results will determine whether there is an existing congestion problem in the study area and whether there is a school traffic congestion issue. The determination of any congestion in the study area will help in identifying the need for another public roadway.

All of the study area intersections are unsignalized and stop sign controlled. Figure 2 shows the lane configuration and traffic control at the study area intersections.

EXISTING TRAFFIC VOLUMES

As part of this study, A.M. and P.M. peak hour turning movement traffic volumes for the following intersections were collected by H. Lee & Associates, PLLC (HLA):

- School Street/Elementary School Exit
- School Street/Elementary School Entrance
- School Street/Vancouver Avenue
- Homeward Street/Vancouver Avenue
- Homeward Avenue/Vancouver Avenue
- Kanaka Creek Road/Loop Road

For the school peak (1:15 P.M. to 2:15 P.M.), only the intersections immediately adjacent to the Stevenson Elementary School were studied which included all of the intersections above except for the Kanaka Creek Road/Loop Road intersection.

A.M. and P.M. peak hour traffic counts were obtained at the study area intersections by HLA in May 2021. Per the Highway Capacity Manual (HCM)¹, peak 15-minute traffic volumes were multiplied by four (4) to arrive at the peak hour traffic volumes. With this methodology of

¹ "Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis" Transportation Research Record. 2016.

developing peak hour traffic volumes, the peak hour factor (PHF) is set to 1.00 because the peaking has already occurred by multiplying the peak 15-minute traffic volume by four (4). The existing condition A.M. and P.M. peak hour traffic volumes are presented in Figure 3 and the school peak hour traffic volumes are presented in Figure 4. The peak hour turning movement volumes are attached as Attachment A for reference.

Daily traffic volumes along School Street, Vancouver Avenue, and Kanaka Creek Road were also collected by HLA and shown in Figure 3. The daily traffic volumes are attached in Attachment A for reference.

As shown in Figure 3, all of the School Street and Kanaka Creek Road daily traffic volumes are well below 2,000 vehicles per day and the Vancouver Avenue daily traffic volume is just over 2,000. The American Association of State Highway and Transportation Officials² (AASHTO) considers roadways with less than 2,000 vehicles per day low-volume roadways that should have consideration for reduced design standards. Because all of collector roadways in the study area are considered low volume or very close to low volume roadways per AASHTO, no additional future roadways are needed in the study area to serve the city's future traffic needs.

EXISTING LEVELS OF SERVICE

Based on the traffic volumes in Figures 3 and 4 and the existing lane configurations presented in Figure 2, peak hour traffic operations were analyzed at the study area intersections using the methodologies outlined in the Highway Capacity Manual (HCM) 6th Edition. According to the HCM, there are six levels of service (LOS) by which the operational performance of an intersection may be described. These levels of service range between LOS "A" which indicates a relatively free-flowing condition and LOS "F" which indicates operational breakdown. Typically, LOS D is considered an acceptable level of congestion.

Existing A.M., P.M., and school peak hour levels of service at the study area intersections are summarized in Table 1. As shown in Table 1, all of the study area intersections are operating at LOS A/B. These level of service conditions are considered very acceptable. It should be noted that the levels of service in all three peak hour conditions are about the same with no appreciable differences. The levels of service worksheets are attached for reference in Attachment B.

Since there is no intersection congestion in the study area, there is no need for any capacity improvements at any of the study area intersections. Also, it can be concluded from the intersection levels of service analysis that all of the roadways are functioning at the same condition or better since the most delays occur at intersections rather than free flowing roadway segments.

ACCIDENT HISTORY

Accident data was obtained from the Washington State Department of Transportation (WSDOT) for the five year, five month, and two day period between January 1, 2016 and June 2, 2021. The

² "A Policy of Geometric Design of Highway and Streets, 7th Edition, American Association of State Highway and Transportation Officials (AASHTO), " 2018, page 4-10.

Analysis of the Need for Del Ray Avenue

data includes total crashes and crashes by severity (i.e., fatality, injury, or property damage only). The accident analysis is summarized in Table 2 for the study area intersections. Attachment C contains the accident data.

Generally, an accident rate of less than 1.00 accidents per million entering vehicles is considered acceptable and no further analysis is necessary. As shown in Table 2, all of the accident rates at the study area intersections are below 1.00 accidents per million entering vehicles, so no further analysis was conducted.

Table 1. Existing Levels of Service

	A.M. Peak Hour			P.M. Peak Hour			School Peak Hour		
	L O S	Average Delay (sec)	V/C Ratio	L O S	Average Delay (sec)	V/C Ratio	L O S	Average Delay (sec)	V/C Ratio
Unsignalized Intersection									
School Street/Elementary School Exit Westbound Approach	A	9.0	0.08	A	0.0	0.00	A	9.0	0.04
School Street/Elementary School Entrance									
Southbound Left	A	7.4	0.00	A	0.0	0.00	A	7.4	0.01
School Street/Vancouver Avenue									
Eastbound Left	A	7.3	0.01	A	7.4	0.01	A	7.3	0.01
Southbound Approach	A	9.1	0.08	A	8.9	0.03	A	9.4	0.10
Homeward Street/Vancouver Avenue Southbound Approach	A	9.5	0.03	A	8.4	0.00	A	8.9	0.03
Homeward Avenue/Vancouver Avenue									
Eastbound Left	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Westbound Left	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Northbound Approach	A	9.2	0.01	A	8.7	0.02	A	8.6	0.00
Southbound Approach	A	0.0	0.00	A	0.0	0.00	A	9.1	0.01
Loop Road/Kanaka Creek Road									
Eastbound Left	A	9.4	0.00	B	10.1	0.01	School Peak Hour Level of Service Was Not Conducted at This Intersection		
Eastbound Through/Right	A	8.8	0.04	A	8.8	0.07			
Westbound Approach	A	0.0	0.00	A	0.0	0.00			
Northbound Left	A	0.0	0.02	A	7.4	0.05			
Southbound Left	A	0.0	0.00	A	0.0	0.00			

Table 2. Summary of Traffic Accident History at Intersections in the Study Area

Intersection	Average Annual Accidents				acc/mev ²
	PDO ¹	Injury	Fatal	Total	
School Street/Elementary School Exit	0.0	0.0	0.0	0.0	0.00
School Street/Elementary School Entrance	0.0	0.0	0.0	0.0	0.00
School Street/Vancouver Avenue	0.2	0.2	0.0	0.4	0.61
Homeward Street/Vancouver Avenue	0.0	0.0	0.0	0.0	0.00
Homeward Avenue/Vancouver Avenue	0.0	0.0	0.0	0.0	0.00
Loop Road/Kanaka Creek Road	0.0	0.0	0.0	0.0	0.00

¹ PDO = property damage only

² acc/mev = accidents per million entering vehicles

STEVENSON ELEMENTARY SCHOOL TRAFFIC

The Stevenson Elementary School has its bus traffic using Homeward Street and Homeward Avenue. The parent traffic drop off and pick up is conducted at the school's School Street driveways. Employee and teacher parking is available on both the east and west sides of the school building.

The previously described traffic analysis showed no traffic congestion issues related to the elementary school.

PLANNED TRANSPORTATION IMPROVEMENTS

A review of the City of Stevenson's Six-Year Transportation Improvement Program (TIP), 2021-2026, revealed that there is a project to develop the Del Ray Avenue alignment. This project is #23 on the TIP. The improvements include constructing a new roadway, sidewalk, street lights, and storm drains as well as the reconstruction of the existing western section of Del Ray Avenue. Further, there is a public sewer improvement proposed in the graphic describing the improvement project. The cost is estimated at \$400,000 which a schedule to start the project in January 2026.

Per the previously described traffic analysis, additional roadways are not needed to serve the existing and future traffic due to all of the study area collectors being considered low-volume or almost low-volume roadways per AASHTO and very good intersection levels of service at the major intersections within the study area. So, there is not a need for the development of Del Ray Avenue from a vehicle traffic perspective.

Typically, in a TIP, only future arterial and collector improvements are listed. Local streets are typically not listed and considered. This practice is from RCW Chapter 36.70A which is regarding Growth Management requirements. The 6-year TIP is to be consistent with the Comprehensive Plan which again only contains plans for arterial and collector improvements including those for non-motorized modes of transportation. Local roadways are typically the responsibility of the developer to build with their proposed developments. Development codes create the requirements of these local roadways and not comprehensive planning documents and associated related documents like the 6-year TIP. Another reason why local roadways are not included in comprehensive planning and related documents is that there is not enough public benefit to justify the expenditure of public dollars when the direct benefit is to the developer and future residents/tenants of the development.

The Del Ray Avenue project is clearly a local roadway with limited benefit to the public. The dimensions standards described for Del Ray Avenue clearly defines it as a local roadway with only nine foot travel lanes as compared to a minimum of 11-foot lanes for collector roadways. Due to its short nature, it cannot be considered an arterial or collector roadway. Its function is mostly for local traffic of adjacent residential lots. The TIP documentation says that one of the benefits is that it shortens the walking distance from 1900 feet to 875 feet. While this might be true, it doesn't significantly change the number of students that would walk to school or increase the range of students walking to school. For future development of the study area, the burden of providing pedestrian facilities are the developers and not the school district or the City of Stevenson.

Analysis of the Need for Del Ray Avenue

The Del Ray Avenue TIP improvement describes a 450-foot public sewer extension which would facilitate the development of 19 lots plus possibly more. For local access and utilities extension, the burden is the developers and not the City of Stevenson. Again, when there is no public benefit and all the benefit of the public utility extension is private, then public monies should not be spent on those improvements. Also, since the right-of-way already exists, a developer can make this extension at any time. With a potential to vacate the Del Ray Avenue right-of-way, only a utility easement is needed to be maintained to allow for sewer and other utility extensions.

There is so much capacity on the study area collectors that these roadways are sufficient to serve the entire study area as well as future development. The traffic volumes on these existing collectors can double without generating much traffic issue. With a much more limited future development potential, no new arterial and collector roadways need to be considered.

KANAKA CREEK ROAD SIGHT DISTANCE

Per discussions with Pat Rice, the City of Stevenson is concerned with sight distance along Kanaka Creek Road. Per field reconnaissance by HLA, corner sight distance for driveways onto Kanaka Creek Road is generally available. Specifically, from driveways serving #327 and #329 and the Del Ray Avenue right-of-way area, sufficient corner sight distance exists to both the north and south directions.

STAKEHOLDERS

Attachment D contains statements from property owners that have a stake in the Del Ray Avenue issue. From all these statements, there is neighborhood support for the vacation of the Del Ray Avenue right-of-way.

DEL RAY AVENUE ISSUES

In HLA's research of the Del Ray Avenue, many issues have been added to the discussion. Unfortunately, the City of Stevenson got involved and that resulted in the lines being blurred between private and public responsibilities. It appears now that existing property owners and potential developers are working together to work the access issues privately and that the Del Ray Avenue right-of-way can be vacated and replaced with a smaller utility easement.

In analyzing the Del Ray Avenue issues, one of the first things to establish is the type of street Del Ray Avenue is planned to be. Once it is established that it is clearly a local street, the focus becomes who is responsible for its development. Clearly with limited public benefit, there is no nexus for the City of Stevenson to be involved. This also means that the extension of Del Ray Avenue should not be in any of the city's documents related to the Comprehensive Plan such as the 6-year TIP and Transportation System Plan.

Since the Stevenson Elementary School has more than adequate access based on HLA's traffic analysis, it is HLA's conclusion that the Stevenson Elementary School does not need Del Ray Avenue extended.

At a minimum, the City of Stevenson should remove the Del Ray Avenue from the 6-year TIP because it is local roadway that is a private developers burden to develop. Also, with limited public benefit, there is no legal nexus for the city to develop this roadway with public funds.

A prudent City action would be to remove the Del Ray Avenue right-of-way to further distance itself from the notion that it has any responsibility of developing the roadway. The right-of-way could be replaced with an easement which would assure that future utility extensions could take place.

The circulation plan and future development potential analysis below shows that the area can be developed without Del Ray Avenue and with only private driveways. If any future local roadways are desired, they are the sole responsibility of the developer.

FUTURE DEVELOPMENT/CIRCULATION PLAN

Figure 5 shows the parcels analyzed for existing access. The only concern that the City of Stevenson should have is that all the parcels have at least one access. Should future development occur, it is the burden of the developer to satisfy the current City development standards including access/roadway standards to obtain approval. If developer wants to utilize an adjacent property for access, that is a private agreement that must be shown to the City to access the access right. It is not the burden of the City or another property owner to bear this proof or provide this additional access. As shown in Figure 5, all of the property owners potentially impacted by the Del Ray Avenue right-of-way already have adequate access. So, the Del Ray Avenue right-of-way is not needed.

Since Lot 15's driveway is in the Del Ray Avenue right-of-way, if it is vacated, then part of the abandoned right-of-way would need to provide an access easement for the driveway in combination with the utility easement.

While Lots 14, 15 and 16 are part of a Road Development Agreement and Lien dated April 19, 2001 to eventually extend and develop Del Ray Avenue, the property owners no longer want the Del Ray Avenue right-of-way to develop as a roadway and have abandoned their plans to short plat the property. The current plans for both Lots 14 and 16 are for single family lots. With the proposed abandonment of the Del Ray Avenue right-of-way, it is the desire of Lot 14 to share the driveway/easement with Lot 15. Both the Lot 14 and 15 property owners are in agreement with the shared driveway/easement concept. Then Lot 16 would have its own driveway onto Kanaka Creek Road. HLA has looked at the driveway corner sight distance along Lot 16's frontage and the standard can be met. Also, no accidents have occurred at the Kanaka Creek Road/Loop Road intersection in over 5 years, 5 months. So, part of the street vacation request of the Del Ray Avenue right-of-way would need to ask the City Council to rescind the Road Development Agreement and Lien at the same time and develop a new utility easement with a shared access easement agreement with Lots 14 and 15.

CONCLUSION

Because the extension of Del Ray Avenue does not have any significant public benefit and is not the responsibility of the City of Stevenson to develop, it should not be included in the City's 6-Year TIP. Also, the scope of the 6-Year TIP as a related and supporting document to the City's Comprehensive Plan, local roadways do not belong in these documents.

Further supporting this conclusion is that the accesses for the Stevenson Elementary School are working well (see LOS analysis) and the school does not need a fifth access. There are already two driveways onto School Street and a bus loop between Homeward Street and Homeward Avenue. As for the extension of the sidewalks along Del Ray Avenue, it does not increase the number of existing school children walking to justify its development. Also, this is primarily the responsibility of any developer to provide future facilities to future school children in the area which is part of the public benefit test.

The circulation plan developed shows that each parcel in the study area has sufficient access without the need for a local street. Should a developer find it more efficient to build a new roadway, that responsibility is fully on the developer.

Finally, the property owner stakeholders support the removal of Del Ray Avenue from the 6-Year TIP as well as its right-of-way vacated.

The City of Stevenson should remove the Del Ray Avenue improvement project from the 6-Year TIP and create a process for the right-of-way vacation of the Del Ray Avenue based on the analysis provided in this memorandum.

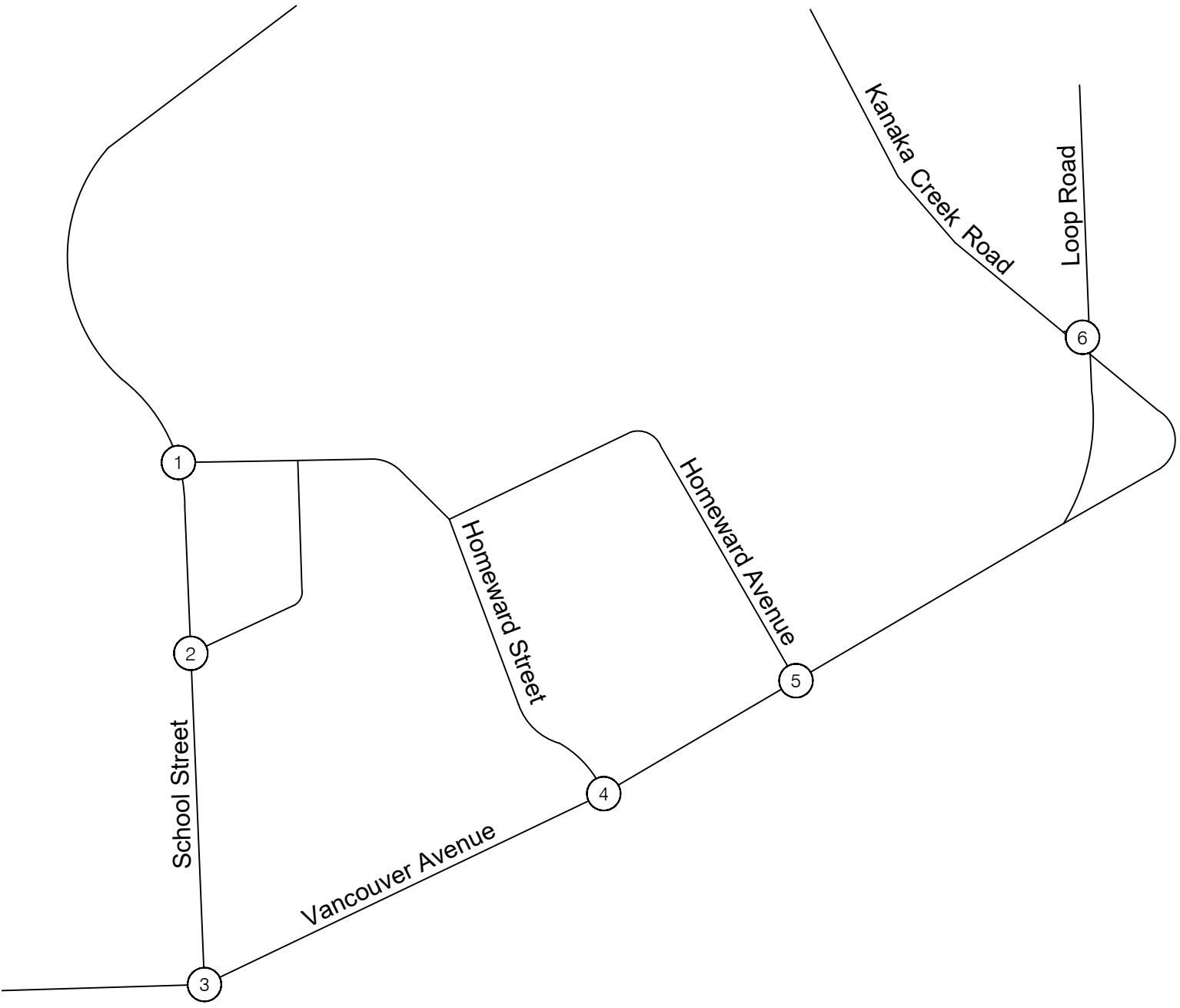
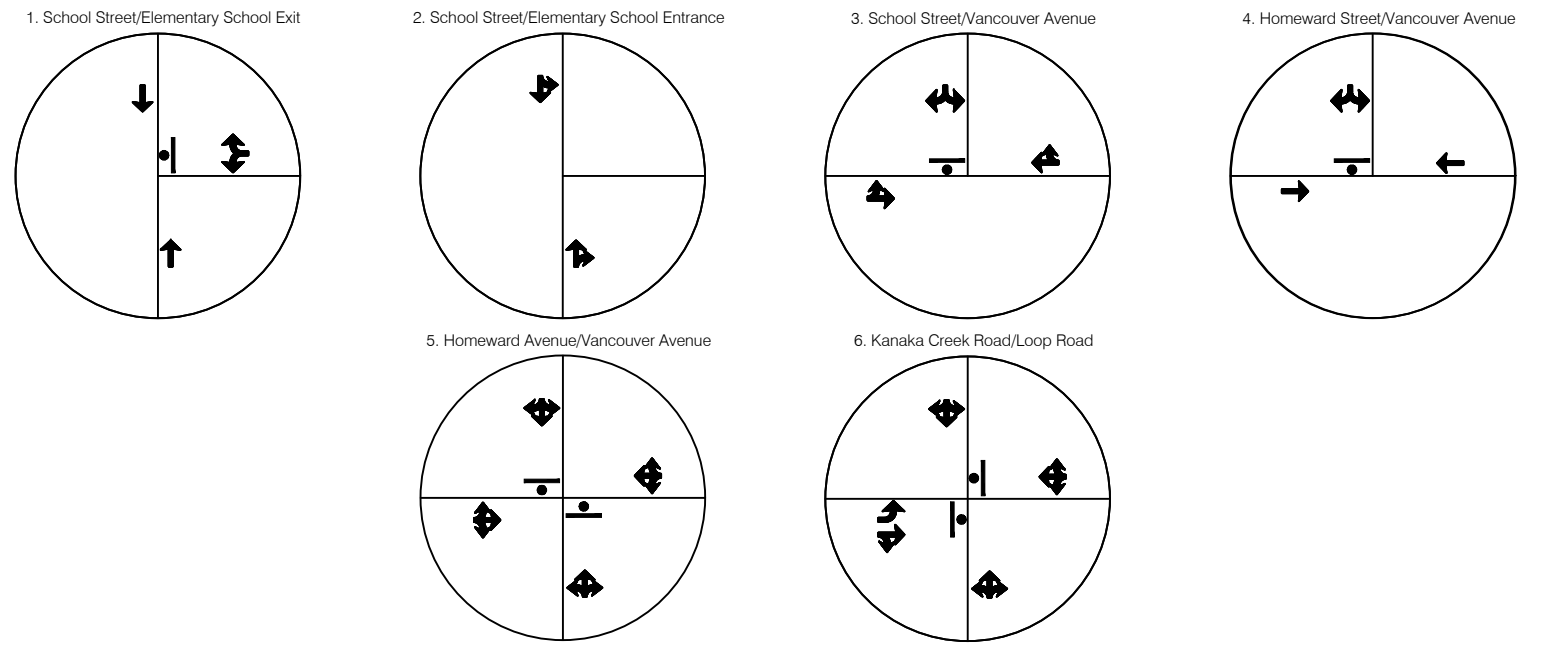
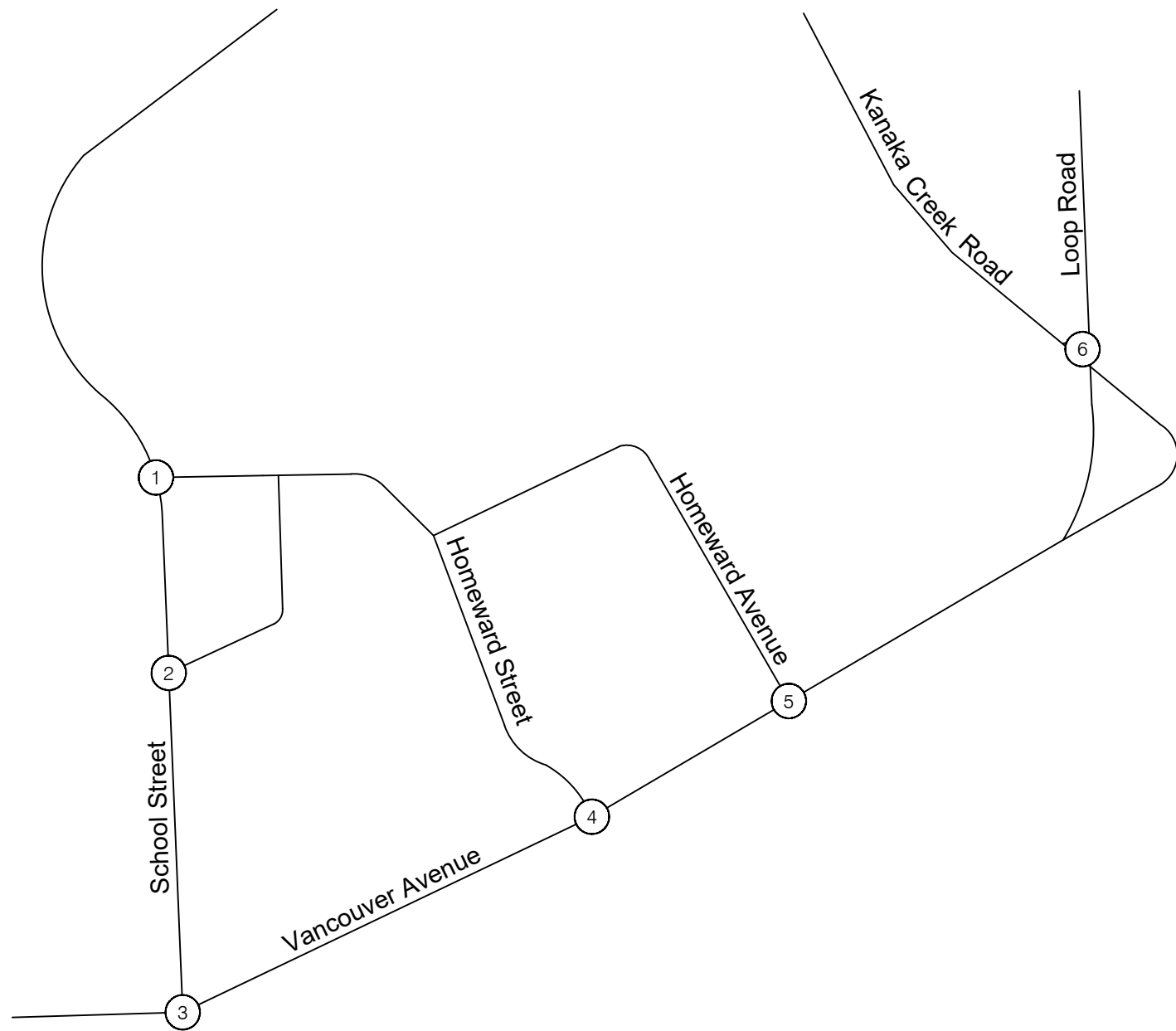


FIGURE 1
Site Vicinity Map

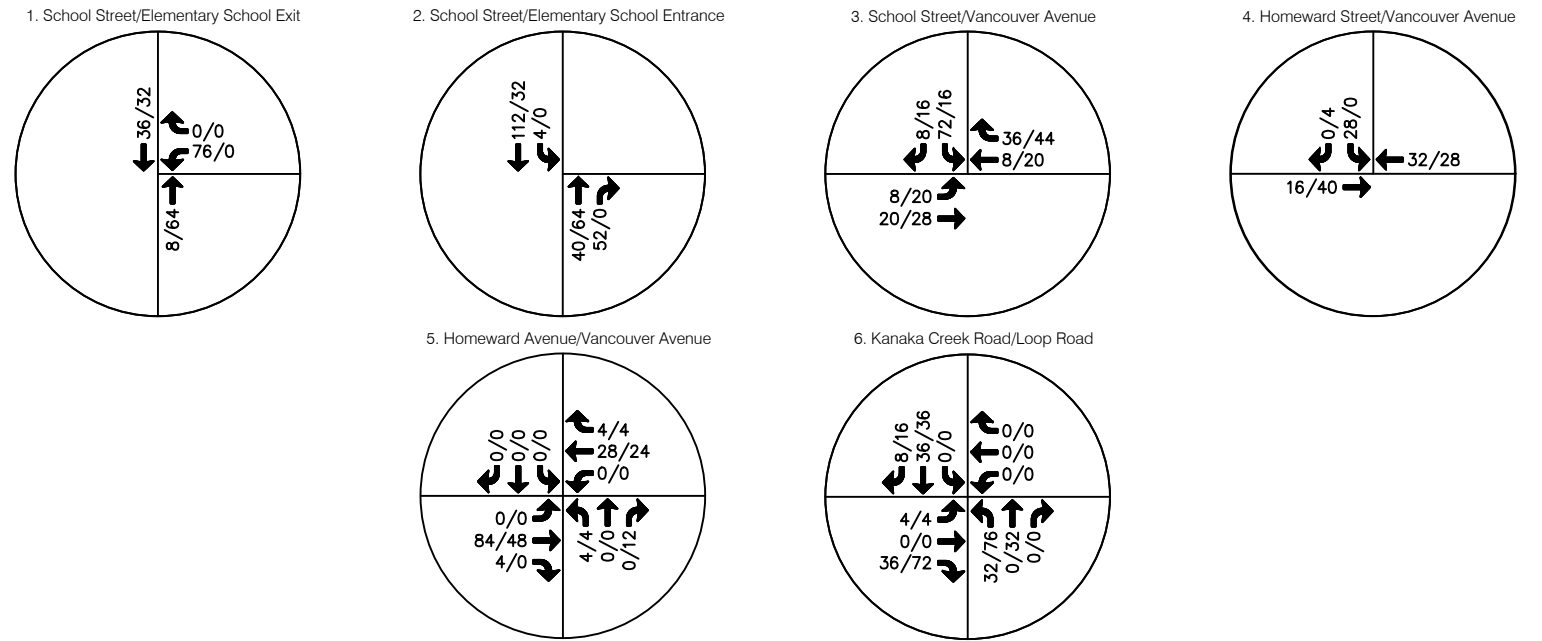
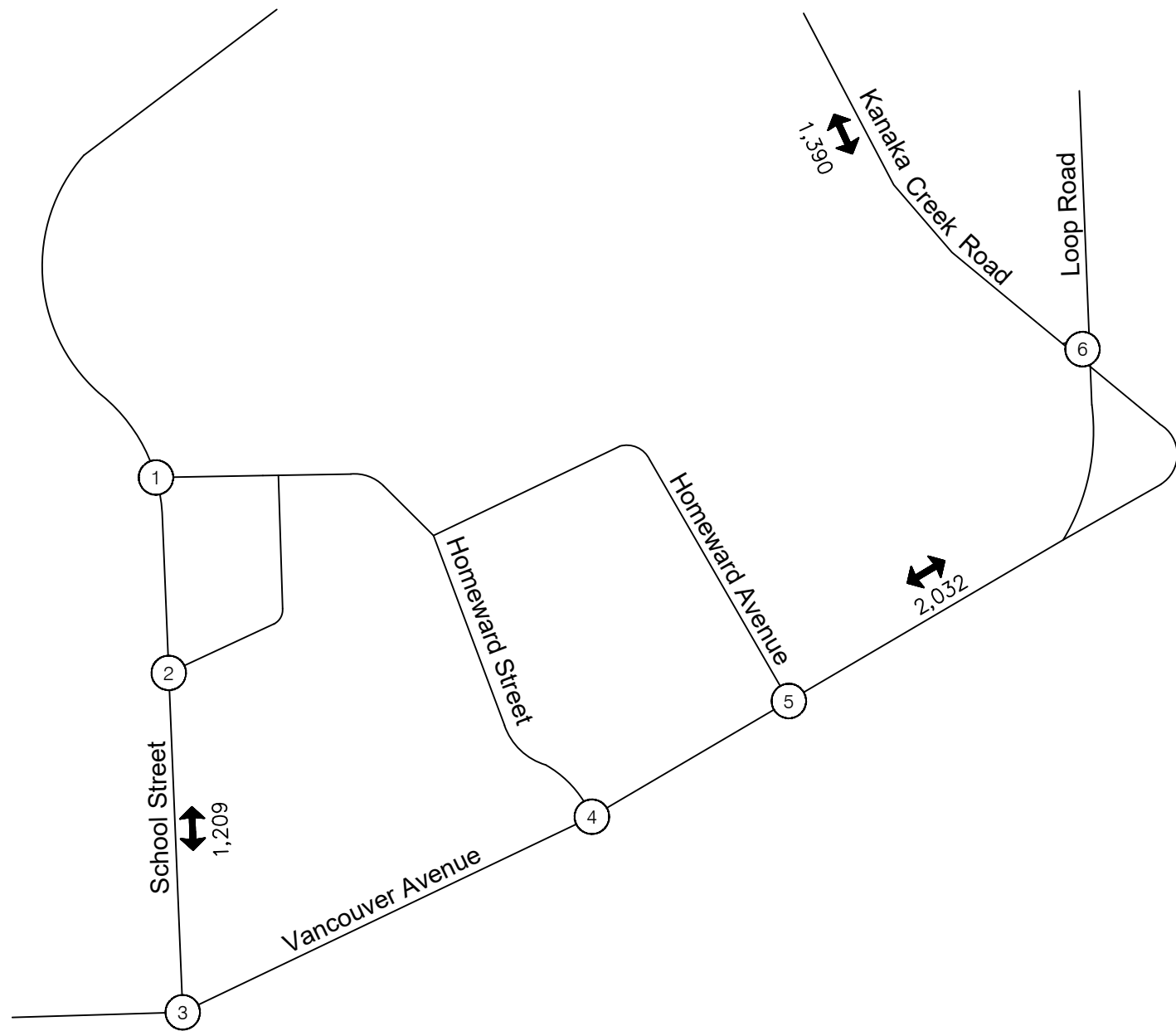


NOT TO SCALE

LEGEND

- Lane Usage
- Traffic Signal
- Stop Sign

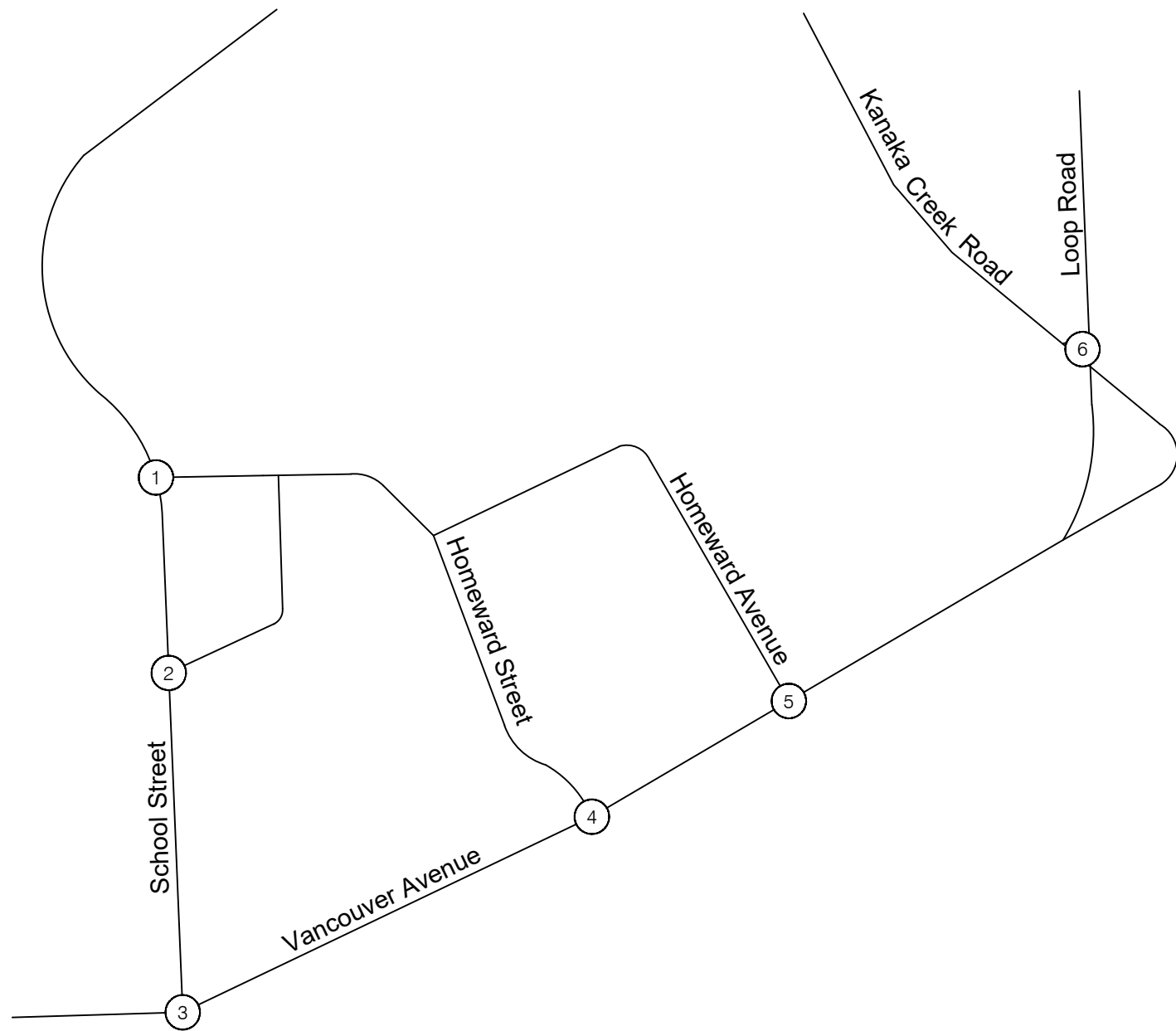
FIGURE 2
Existing Lane Configuration and Traffic Control



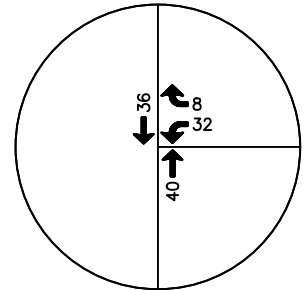
LEGEND

128/200 A.M./P.M. Peak Hour Traffic Volume
 1,000 Daily Traffic Volumes
 NOT TO SCALE

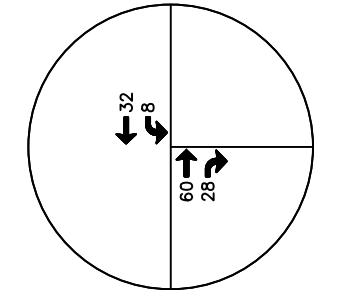
FIGURE 3
Existing A.M. and P.M.
Peak Hour Traffic Volumes



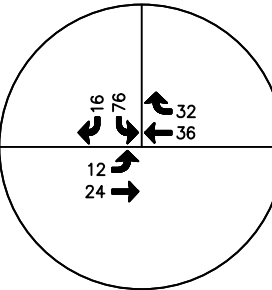
1. School Street/Elementary School Exit



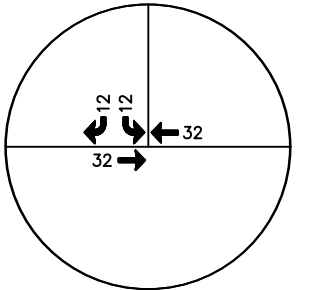
2. School Street/Elementary School Entrance



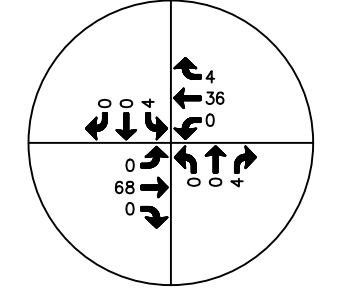
3. School Street/Vancouver Avenue



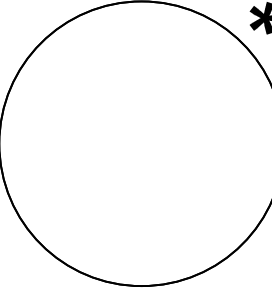
4. Homeward Street/Vancouver Avenue



5. Homeward Avenue/Vancouver Avenue



6. Kanaka Creek Road/Loop Road *



LEGEND



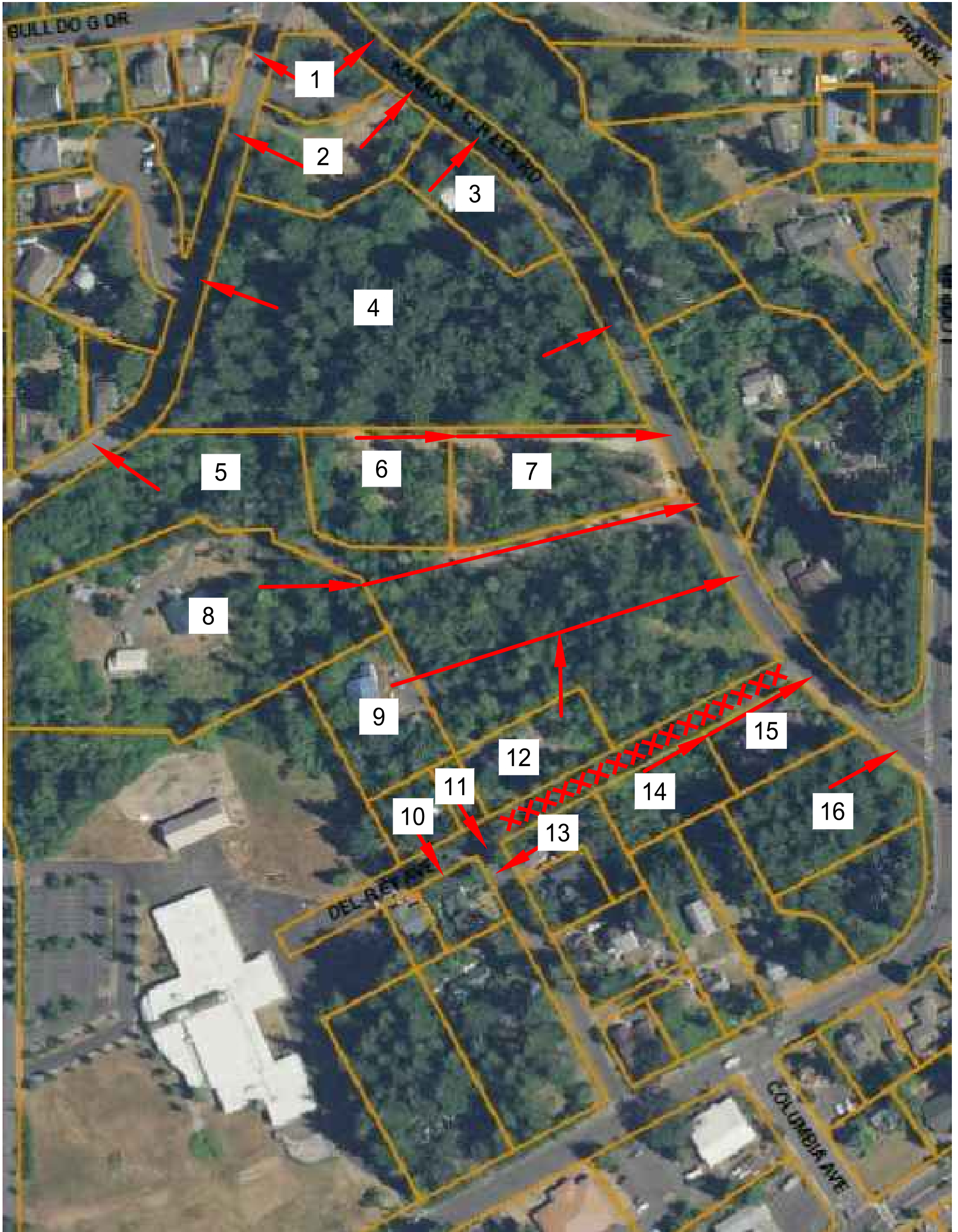


-  200 School Peak Hour Traffic Volume
-  School Peak Analysis Was Not Conducted at This Intersection

FIGURE 4
School Peak 1:15 P.M. to 2:15 P.M.
Peak Hour Traffic Volumes



LEGEND

-  Change From ROW to Utility Easement
-  Existing/Future Access

NOT TO SCALE

FIGURE 5
Proposed Circulation Plan

ATTACHMENT A

Intersection: School Street/Elementary Exit
 AM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
7:00 - 7:15 AM	0	10	0	2	0	0	0	0	0	4	0	0	0	0	0	0	14
7:15 - 7:30 AM	0	12	0	0	0	0	0	0	0	4	0	0	0	0	0	0	16
7:30 - 7:45 AM	0	13	0	0	0	0	0	0	0	3	0	0	0	0	0	0	16
7:45 - 8:00 AM	0	9	0	1	0	0	1	0	0	7	0	1	0	0	0	0	17
8:00 - 8:15 AM	0	11	0	0	0	0	0	0	0	3	0	1	0	0	0	0	14
8:15 - 8:30 AM	0	9	0	0	0	0	19	0	0	2	0	0	0	0	0	0	30
8:30 - 8:45 AM	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	11
8:45 - 9:00 AM	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	13
9:00 - 9:15 AM	0	8	0	0	0	0	0	0	0	6	0	1	0	0	0	0	14
9:15 - 9:30 AM	0	13	0	0	0	0	1	0	0	9	0	0	0	0	0	0	23
9:30 - 9:45 AM	0	11	0	0	0	0	0	0	0	10	0	0	0	0	0	0	21
9:45 - 10:00 AM	0	13	0	0	0	0	0	0	0	7	0	0	0	0	0	0	20
<u>Hourly Total by 15 minutes</u>																	
7:00 - 8:00 AM	0	44	0	3	0	0	1	0	0	18	0	1	0	0	0	0	63
7:15 - 8:15 AM	0	45	0	1	0	0	1	0	0	17	0	2	0	0	0	0	63
7:30 - 8:30 AM	0	42	0	1	0	0	20	0	0	15	0	2	0	0	0	0	77
7:45 - 8:45 AM	0	37	0	1	0	0	20	0	0	15	0	2	0	0	0	0	72
8:00 - 9:00 AM	0	38	0	0	0	0	19	0	0	11	0	1	0	0	0	0	68
8:15 - 9:15 AM	0	35	0	0	0	0	19	0	0	14	0	1	0	0	0	0	68
8:30 - 9:30 AM	0	39	0	0	0	0	1	0	0	21	0	1	0	0	0	0	61
8:45 - 9:45 AM	0	42	0	0	0	0	1	0	0	28	0	1	0	0	0	0	71
9:00 - 10:00 AM	0	45	0	0	0	0	1	0	0	32	0	1	0	0	0	0	78
Peak Hour 9:00 - 10:00 AM	0	45	0	0	0	0	1	0	0	32	0	1	0	0	0	0	78
Peak Hour Factor																	0.85
Peak Hour - % Trucks	0%		0%				3%				0%						

Intersection: School Street/Elementary Exit
 PM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
1:15 - 1:30 PM	0	11	0	0	0	0	0	0	0	9	1	0	0	0	0	0	21
1:30 - 1:45 PM	0	9	0	0	1	0	0	0	0	9	0	0	0	0	0	0	19
1:45 - 2:00 PM	0	9	0	0	2	0	8	0	0	10	0	1	0	0	0	0	29
2:00 - 2:15 PM	0	5	0	0	1	0	0	0	0	8	0	0	0	0	0	0	14
4:00 - 4:15 PM	0	9	0	0	0	0	1	0	0	6	0	0	0	0	0	0	16
4:15 - 4:30 PM	0	7	0	0	0	0	0	0	1	13	0	0	0	0	0	0	21
4:30 - 4:45 PM	0	5	0	0	0	0	0	0	0	11	0	0	0	0	0	0	16
4:45 - 5:00 PM	0	4	0	0	0	0	0	0	0	15	0	0	0	0	0	0	19
5:00 - 5:15 PM	0	8	0	0	0	0	0	0	0	16	0	0	0	0	0	0	24
5:15 - 5:30 PM	0	6	0	0	0	0	1	0	0	8	0	0	0	0	0	0	15
5:30 - 5:45 PM	0	7	0	0	0	0	0	0	0	11	0	0	0	0	0	0	18
5:45 - 6:00 PM	0	6	0	0	0	0	0	0	0	14	0	0	0	0	0	0	20
<u>Hourly Total by 15 minutes</u>																	
1:15 - 2:15 PM	0	34	0	0	4	0	8	0	0	36	1	1	0	0	0	0	83
4:00 - 5:00 PM	0	25	0	0	0	0	1	0	1	45	0	0	0	0	0	0	72
4:15 - 5:15 PM	0	24	0	0	0	0	0	0	1	55	0	0	0	0	0	0	80
4:30 - 5:30 PM	0	23	0	0	0	0	1	0	0	50	0	0	0	0	0	0	74
4:45 - 5:45 PM	0	25	0	0	0	0	1	0	0	50	0	0	0	0	0	0	76
5:00 - 6:00 PM	0	27	0	0	0	0	1	0	0	49	0	0	0	0	0	0	77
Peak Hour	0	24	0	0	0	0	0	0	1	55	0	0	0	0	0	0	80
4:15 - 5:15 PM																	
School Peak	0	34	0	0	4	0	8	0	0	36	1	1	0	0	0	0	83
1:15 - 2:15 PM																	
Peak Hour Factor																	0.72
Peak Hour - % Trucks	0%		0%				0%				0%						

Intersection: School Street/Elementary Entrance
 AM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
7:00 - 7:15 AM	0	10	0	2	0	0	0	0	0	4	0	0	0	0	0	0	14
7:15 - 7:30 AM	0	12	0	0	0	0	0	0	0	4	0	0	0	0	0	0	16
7:30 - 7:45 AM	0	6	1	0	0	0	0	0	3	6	0	0	0	0	0	0	16
7:45 - 8:00 AM	0	10	1	0	0	0	0	0	7	13	0	1	0	0	0	0	31
8:00 - 8:15 AM	0	8	3	0	0	0	0	0	7	5	0	1	0	0	0	0	23
8:15 - 8:30 AM	0	28	1	0	0	0	0	0	13	10	0	0	0	0	0	0	52
8:30 - 8:45 AM	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	11
8:45 - 9:00 AM	0	10	0	0	0	0	0	0	0	7	0	0	0	0	0	0	17
9:00 - 9:15 AM	0	8	0	0	0	0	0	0	2	8	1	0	0	0	0	0	19
9:15 - 9:30 AM	0	14	0	0	0	0	0	0	0	9	1	0	0	0	0	0	24
9:30 - 9:45 AM	0	11	0	0	0	0	0	0	0	10	0	0	0	0	0	0	21
9:45 - 10:00 AM	0	13	0	0	0	0	0	0	0	7	0	0	0	0	0	0	20
<u>Hourly Total by 15 minutes</u>																	
7:00 - 8:00 AM	0	38	2	2	0	0	0	0	10	27	0	1	0	0	0	0	77
7:15 - 8:15 AM	0	36	5	0	0	0	0	0	17	28	0	2	0	0	0	0	86
7:30 - 8:30 AM	0	52	6	0	0	0	0	0	30	34	0	2	0	0	0	0	122
7:45 - 8:45 AM	0	54	5	0	0	0	0	0	27	31	0	2	0	0	0	0	117
8:00 - 9:00 AM	0	54	4	0	0	0	0	0	20	25	0	1	0	0	0	0	103
8:15 - 9:15 AM	0	54	1	0	0	0	0	0	15	28	1	0	0	0	0	0	99
8:30 - 9:30 AM	0	40	0	0	0	0	0	0	2	27	2	0	0	0	0	0	71
8:45 - 9:45 AM	0	43	0	0	0	0	0	0	2	34	2	0	0	0	0	0	81
9:00 - 10:00 AM	0	46	0	0	0	0	0	0	2	34	2	0	0	0	0	0	84
Peak Hour 7:30 - 8:30 AM	0	52	6	0	0	0	0	0	30	34	0	2	0	0	0	0	122
Peak Hour Factor																	0.59
Peak Hour - % Trucks	0%		0%				3%				0%						

Intersection: School Street/Elementary Entrance
 PM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
1:15 - 1:30 PM	0	11	1	0	0	0	0	0	1	11	0	0	0	0	0	0	24
1:30 - 1:45 PM	0	8	2	0	0	0	0	0	7	15	0	0	0	0	0	0	32
1:45 - 2:00 PM	0	17	0	0	0	0	0	0	2	10	0	1	0	0	0	0	29
2:00 - 2:15 PM	0	5	0	0	0	0	0	0	2	9	0	0	0	0	0	0	16
4:00 - 4:15 PM	0	9	0	0	0	0	0	0	1	7	0	0	0	0	0	0	17
4:15 - 4:30 PM	0	9	0	0	0	0	0	0	0	13	0	0	0	0	0	0	22
4:30 - 4:45 PM	0	5	0	0	0	0	0	0	0	11	0	0	0	0	0	0	16
4:45 - 5:00 PM	0	4	0	0	0	0	0	0	0	15	0	0	0	0	0	0	19
5:00 - 5:15 PM	0	8	0	0	0	0	0	0	0	16	0	0	0	0	0	0	24
5:15 - 5:30 PM	0	7	0	0	0	0	0	0	0	8	0	0	0	0	0	0	15
5:30 - 5:45 PM	0	7	0	0	0	0	0	0	0	11	0	0	0	0	0	0	18
5:45 - 6:00 PM	0	6	0	0	0	0	0	0	0	14	0	0	0	0	0	0	20
<u>Hourly Total by 15 minutes</u>																	
1:15 - 2:15 PM	0	41	3	0	0	0	0	0	12	45	0	1	0	0	0	0	101
4:00 - 5:00 PM	0	27	0	0	0	0	0	0	1	46	0	0	0	0	0	0	74
4:15 - 5:15 PM	0	26	0	0	0	0	0	0	0	55	0	0	0	0	0	0	81
4:30 - 5:30 PM	0	24	0	0	0	0	0	0	0	50	0	0	0	0	0	0	74
4:45 - 5:45 PM	0	26	0	0	0	0	0	0	0	50	0	0	0	0	0	0	76
5:00 - 6:00 PM	0	28	0	0	0	0	0	0	0	49	0	0	0	0	0	0	77
Peak Hour	0	26	0	0	0	0	0	0	0	55	0	0	0	0	0	0	81
4:15 - 5:15 PM																	
School Peak	0	41	3	0	0	0	0	0	12	45	0	1	0	0	0	0	101
1:15 - 2:15 PM																	
Peak Hour Factor																	0.79
Peak Hour - % Trucks	0%		0%				0%				0%						

Intersection: School Street/Vancouver Avenue
 AM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
7:00 - 7:15 AM	3	0	11	2	3	1	0	0	0	0	0	0	0	2	1	0	21
7:15 - 7:30 AM	4	0	12	0	5	4	0	0	0	0	0	0	0	2	1	0	28
7:30 - 7:45 AM	0	0	6	0	4	1	0	0	0	0	0	0	0	1	1	0	13
7:45 - 8:00 AM	3	0	8	1	10	1	0	1	0	0	0	0	0	1	2	0	25
8:00 - 8:15 AM	2	0	13	1	11	5	0	1	0	0	0	0	0	2	2	0	35
8:15 - 8:30 AM	2	0	18	0	9	2	0	0	0	0	0	0	0	5	2	0	38
8:30 - 8:45 AM	3	0	5	0	2	2	0	0	0	0	0	0	0	2	0	0	14
8:45 - 9:00 AM	6	0	8	0	4	3	0	0	0	0	0	0	0	5	5	0	31
9:00 - 9:15 AM	4	0	8	0	8	3	0	0	0	0	0	0	0	4	6	0	33
9:15 - 9:30 AM	2	0	10	1	3	4	0	0	0	0	0	0	0	2	5	0	26
9:30 - 9:45 AM	4	0	8	6	6	0	0	0	0	0	0	0	0	3	3	0	24
9:45 - 10:00 AM	7	0	7	0	10	7	0	0	0	0	0	0	0	3	2	0	36
<u>Hourly Total by 15 minutes</u>																	
7:00 - 8:00 AM	10	0	37	3	22	7	0	1	0	0	0	0	0	6	5	0	87
7:15 - 8:15 AM	9	0	39	2	30	11	0	2	0	0	0	0	0	6	6	0	101
7:30 - 8:30 AM	7	0	45	2	34	9	0	2	0	0	0	0	0	9	7	0	111
7:45 - 8:45 AM	10	0	44	2	32	10	0	2	0	0	0	0	0	10	6	0	112
8:00 - 9:00 AM	13	0	44	1	26	12	0	1	0	0	0	0	0	14	9	0	118
8:15 - 9:15 AM	15	0	39	0	23	10	0	0	0	0	0	0	0	16	13	0	116
8:30 - 9:30 AM	15	0	31	1	17	12	0	0	0	0	0	0	0	13	16	0	104
8:45 - 9:45 AM	16	0	34	7	21	10	0	0	0	0	0	0	0	14	19	0	114
9:00 - 10:00 AM	17	0	33	7	27	14	0	0	0	0	0	0	0	12	16	0	119
Peak Hour 9:00 - 10:00 AM	17	0	33	7	27	14	0	0	0	0	0	0	0	12	16	0	119
Peak Hour Factor																	0.83
Peak Hour - % Trucks	14%				0%				0%				0%				

Intersection: School Street/Vancouver Avenue
 PM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
1:15 - 1:30 PM	5	0	13	0	4	3	0	0	0	0	0	0	0	5	2	0	32
1:30 - 1:45 PM	2	0	9	0	14	3	0	1	0	0	0	0	0	4	5	0	37
1:45 - 2:00 PM	4	0	19	1	8	9	0	0	0	0	0	0	0	6	3	0	49
2:00 - 2:15 PM	3	0	2	0	7	3	0	0	0	0	0	0	0	3	3	0	21
4:00 - 4:15 PM	2	0	8	0	9	2	0	0	0	0	0	0	0	4	5	0	30
4:15 - 4:30 PM	4	0	8	0	3	2	0	0	0	0	0	0	0	4	7	2	28
4:30 - 4:45 PM	2	0	4	0	8	3	0	0	0	0	0	0	0	2	6	0	25
4:45 - 5:00 PM	4	0	4	0	11	5	0	0	0	0	0	0	0	7	5	0	36
5:00 - 5:15 PM	5	0	4	0	6	5	0	1	0	0	0	0	0	2	2	0	24
5:15 - 5:30 PM	0	0	8	0	12	4	0	0	0	0	0	0	0	6	1	0	31
5:30 - 5:45 PM	1	0	9	0	9	3	0	0	0	0	0	0	0	6	5	0	33
5:45 - 6:00 PM	1	0	3	0	9	2	0	0	0	0	0	0	0	4	3	0	22
<u>Hourly Total by 15 minutes</u>																	
1:15 - 2:15 PM	14	0	43	1	33	18	0	1	0	0	0	0	0	18	13	0	139
4:00 - 5:00 PM	12	0	24	0	31	12	0	0	0	0	0	0	0	17	23	2	119
4:15 - 5:15 PM	15	0	20	0	28	15	0	1	0	0	0	0	0	15	20	2	113
4:30 - 5:30 PM	11	0	20	0	37	17	0	1	0	0	0	0	0	17	14	0	116
4:45 - 5:45 PM	10	0	25	0	38	17	0	1	0	0	0	0	0	21	13	0	124
5:00 - 6:00 PM	7	0	24	0	36	14	0	1	0	0	0	0	0	18	11	0	110
Peak Hour	10	0	25	0	38	17	0	1	0	0	0	0	0	21	13	0	124
4:45 - 5:45 PM																	
School Peak	14	0	43	1	33	18	0	1	0	0	0	0	0	18	13	0	139
1:15 - 2:15 PM																	
Peak Hour Factor																	0.71
Peak Hour - % Trucks		0%				2%				0%				0%			

Intersection: Homeward Street/Vancouver Avenue
 AM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
7:00 - 7:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
7:15 - 7:30 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	2	0	0	9
7:30 - 7:45 AM	0	0	0	0	0	3	0	2	0	0	0	0	0	2	0	2	5
7:45 - 8:00 AM	2	0	1	2	0	8	0	0	0	0	0	0	0	7	0	2	18
8:00 - 8:15 AM	0	0	7	7	0	8	0	0	0	0	0	0	0	4	0	0	19
8:15 - 8:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	13	0	0	18
8:30 - 8:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
8:45 - 9:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	7
9:00 - 9:15 AM	0	0	1	0	0	7	0	0	0	0	0	0	0	6	0	0	14
9:15 - 9:30 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	5	0	0	16
9:30 - 9:45 AM	0	0	1	1	0	4	0	0	0	0	0	0	0	5	0	0	10
9:45 - 10:00 AM	0	0	1	1	0	6	0	0	0	0	0	0	0	5	0	0	12
<u>Hourly Total by 15 minutes</u>																	
7:00 - 8:00 AM	2	0	1	2	0	22	0	2	0	0	0	0	0	15	0	4	40
7:15 - 8:15 AM	2	0	8	9	0	26	0	2	0	0	0	0	0	15	0	4	51
7:30 - 8:30 AM	2	0	8	9	0	24	0	2	0	0	0	0	0	26	0	4	60
7:45 - 8:45 AM	2	0	8	9	0	26	0	0	0	0	0	0	0	28	0	2	64
8:00 - 9:00 AM	0	0	7	7	0	23	0	0	0	0	0	0	0	23	0	0	53
8:15 - 9:15 AM	0	0	1	0	0	22	0	0	0	0	0	0	0	25	0	0	48
8:30 - 9:30 AM	0	0	1	0	0	28	0	0	0	0	0	0	0	17	0	0	46
8:45 - 9:45 AM	0	0	2	1	0	27	0	0	0	0	0	0	0	18	0	0	47
9:00 - 10:00 AM	0	0	3	2	0	28	0	0	0	0	0	0	0	21	0	0	52
Peak Hour 7:45 - 8:45 AM	2	0	8	9	0	26	0	0	0	0	0	0	0	28	0	2	64
Peak Hour Factor																	0.84
Peak Hour - % Trucks	90%				0%				0%				7%				

Intersection: Homeward Street/Vancouver Avenue
 PM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
1:15 - 1:30 PM	1	0	0	0	0	7	0	0	0	0	0	0	0	10	0	0	18
1:30 - 1:45 PM	0	0	4	5	0	6	0	0	0	0	0	0	0	5	0	0	15
1:45 - 2:00 PM	3	0	3	1	0	8	0	0	0	0	0	0	0	8	0	0	22
2:00 - 2:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	8
4:00 - 4:15 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0	13
4:15 - 4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0	10
4:30 - 4:45 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0	13
4:45 - 5:00 PM	1	0	0	0	0	7	0	1	0	0	0	0	0	10	0	0	18
5:00 - 5:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	15
5:15 - 5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	15	0	0	17
5:30 - 5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	6
5:45 - 6:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	6
<u>Hourly Total by 15 minutes</u>																	
1:15 - 2:15 PM	4	0	7	6	0	26	0	0	0	0	0	0	0	26	0	0	63
4:00 - 5:00 PM	1	0	0	0	0	24	0	1	0	0	0	0	0	29	0	0	54
4:15 - 5:15 PM	1	0	0	0	0	21	0	1	0	0	0	0	0	34	0	0	56
4:30 - 5:30 PM	1	0	0	0	0	21	0	1	0	0	0	0	0	41	0	0	63
4:45 - 5:45 PM	1	0	0	0	0	16	0	1	0	0	0	0	0	39	0	0	56
5:00 - 6:00 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	33	0	0	44
Peak Hour	1	0	0	0	0	21	0	1	0	0	0	0	0	41	0	0	63
4:30 - 5:30 PM																	
School Peak	4	0	7	6	0	26	0	0	0	0	0	0	0	26	0	0	63
1:15 - 2:15 PM																	
Peak Hour Factor																	0.72
Peak Hour - % Trucks	0%				5%				0%				0%				

Intersection: Homeward Avenue/Vancouver Avenue
 AM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>			Total	
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL		Trucks
<u>15 Minute Totals</u>																	
7:00 - 7:15 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	2	1	0	8
7:15 - 7:30 AM	1	0	0	0	0	6	0	0	1	0	1	0	0	3	0	0	12
7:30 - 7:45 AM	0	0	0	0	1	5	0	0	0	0	0	0	0	3	1	0	10
7:45 - 8:00 AM	0	0	0	0	1	9	1	4	0	0	0	0	0	3	3	1	17
8:00 - 8:15 AM	0	0	2	0	5	5	0	4	0	1	0	1	0	2	3	1	18
8:15 - 8:30 AM	0	0	0	0	1	7	0	2	0	0	1	0	1	21	0	8	31
8:30 - 8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	3	0	0	6
8:45 - 9:00 AM	0	0	0	1	0	5	1	0	0	0	1	0	1	1	0	0	9
9:00 - 9:15 AM	0	0	0	0	1	11	0	0	0	0	0	0	0	6	0	0	18
9:15 - 9:30 AM	0	0	0	0	3	8	2	1	1	0	1	0	0	7	0	0	22
9:30 - 9:45 AM	0	0	0	0	2	3	0	1	0	0	0	0	0	5	0	1	10
9:45 - 10:00 AM	0	0	1	0	0	6	0	0	0	0	0	0	0	7	0	1	14
<u>Hourly Total by 15 minutes</u>																	
7:00 - 8:00 AM	1	0	0	0	3	24	1	4	1	0	1	0	0	11	5	1	47
7:15 - 8:15 AM	1	0	2	0	7	25	1	8	1	1	1	1	0	11	7	2	57
7:30 - 8:30 AM	0	0	2	0	8	26	1	10	0	1	1	1	1	29	7	10	76
7:45 - 8:45 AM	0	0	2	0	7	22	2	10	0	1	1	1	2	29	6	10	72
8:00 - 9:00 AM	0	0	2	1	6	18	2	6	0	1	2	1	3	27	3	9	64
8:15 - 9:15 AM	0	0	0	1	2	24	2	2	0	0	2	0	3	31	0	8	64
8:30 - 9:30 AM	0	0	0	1	4	25	4	1	1	0	2	0	2	17	0	0	55
8:45 - 9:45 AM	0	0	0	1	6	27	3	2	1	0	2	0	1	19	0	1	59
9:00 - 10:00 AM	0	0	1	0	6	28	2	2	1	0	1	0	0	25	0	2	64
Peak Hour 7:45 - 8:45 AM	0	0	2	0	7	22	2	10	0	1	1	1	2	29	6	10	72
Peak Hour Factor																0.58	
Peak Hour - % Trucks	0%				32%				50%				27%				

Intersection: Homeward Avenue/Vancouver Avenue
 PM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
1:15 - 1:30 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	10	0	0	17
1:30 - 1:45 PM	0	0	0	0	6	8	0	6	0	0	0	0	1	9	0	0	24
1:45 - 2:00 PM	0	0	1	0	1	9	0	6	1	0	0	0	0	17	0	0	29
2:00 - 2:15 PM	0	0	0	0	1	6	0	0	0	0	0	0	0	5	0	0	12
4:00 - 4:15 PM	0	0	0	0	0	6	0	0	2	0	0	0	0	7	0	0	15
4:15 - 4:30 PM	0	0	0	0	1	3	1	0	1	0	1	0	0	10	0	0	17
4:30 - 4:45 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	4	0	0	8
4:45 - 5:00 PM	0	0	0	0	1	6	0	0	3	0	1	1	0	12	0	0	23
5:00 - 5:15 PM	0	0	0	0	2	8	0	0	1	0	0	0	0	11	0	1	22
5:15 - 5:30 PM	1	0	1	0	0	3	0	0	0	0	0	0	0	12	1	1	18
5:30 - 5:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	12	0	0	15
5:45 - 6:00 PM	0	0	1	0	0	4	0	0	0	0	0	0	0	2	0	0	7
<u>Hourly Total by 15 minutes</u>																	
1:15 - 2:15 PM	0	0	1	0	8	30	0	12	1	0	0	0	1	41	0	0	82
4:00 - 5:00 PM	0	0	0	0	2	18	1	0	6	0	3	1	0	33	0	0	63
4:15 - 5:15 PM	0	0	0	0	4	20	1	0	5	0	3	1	0	37	0	1	70
4:30 - 5:30 PM	1	0	1	0	3	20	0	0	4	0	2	1	0	39	1	2	71
4:45 - 5:45 PM	1	0	1	0	4	19	0	0	4	0	1	1	0	47	1	2	78
5:00 - 6:00 PM	1	0	2	0	3	17	0	0	1	0	0	0	0	37	1	2	62
Peak Hour 4:30 - 5:30 PM	1	0	1	0	3	20	0	0	4	0	2	1	0	39	1	2	71
School Peak 1:15 - 2:15 PM	0	0	1	0	8	30	0	12	1	0	0	0	1	41	0	0	82
Peak Hour Factor																0.71	
Peak Hour - % Trucks	0%				0%				17%				5%				

Intersection: Kanaka Creek Road/Loop Road
 AM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>			Total	
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL		Trucks
<u>15 Minute Totals</u>																	
7:00 - 7:15 AM	1	4	0	0	0	0	0	0	0	5	7	0	12	0	0	4	29
7:15 - 7:30 AM	0	5	0	0	0	0	0	0	0	1	3	1	7	0	1	2	17
7:30 - 7:45 AM	0	7	0	0	0	0	0	0	0	1	5	0	9	0	1	0	23
7:45 - 8:00 AM	3	7	0	1	0	0	0	0	0	2	7	2	5	0	3	1	27
8:00 - 8:15 AM	2	9	0	0	0	0	0	0	0	0	8	0	9	0	1	3	29
8:15 - 8:30 AM	1	4	0	1	0	0	0	0	0	9	6	0	5	0	2	0	27
8:30 - 8:45 AM	1	4	0	0	0	0	0	0	0	3	4	1	6	0	0	1	18
8:45 - 9:00 AM	0	7	0	0	0	0	0	0	0	0	6	2	8	0	0	0	21
9:00 - 9:15 AM	1	7	0	1	0	0	0	0	0	6	20	2	9	0	0	0	43
9:15 - 9:30 AM	3	12	0	0	0	0	0	0	0	4	35	5	17	0	0	0	71
9:30 - 9:45 AM	0	9	0	0	0	0	0	0	0	5	6	1	13	0	2	0	35
9:45 - 10:00 AM	2	5	0	0	0	0	0	0	0	3	4	1	10	0	0	0	24
<u>Hourly Total by 15 minutes</u>																	
7:00 - 8:00 AM	4	23	0	1	0	0	0	0	0	9	22	3	33	0	5	7	96
7:15 - 8:15 AM	5	28	0	1	0	0	0	0	0	4	23	3	30	0	6	6	96
7:30 - 8:30 AM	6	27	0	2	0	0	0	0	0	12	26	2	28	0	7	4	106
7:45 - 8:45 AM	7	24	0	2	0	0	0	0	0	14	25	3	25	0	6	5	101
8:00 - 9:00 AM	4	24	0	1	0	0	0	0	0	12	24	3	28	0	3	4	95
8:15 - 9:15 AM	3	22	0	2	0	0	0	0	0	18	36	5	28	0	2	1	109
8:30 - 9:30 AM	5	30	0	1	0	0	0	0	0	13	65	10	40	0	0	1	153
8:45 - 9:45 AM	4	35	0	1	0	0	0	0	0	15	67	10	47	0	2	0	170
9:00 - 10:00 AM	6	33	0	1	0	0	0	0	0	18	65	9	49	0	2	0	173
Peak Hour 9:00 - 10:00 AM	6	33	0	1	0	0	0	0	0	18	65	9	49	0	2	0	173
Peak Hour Factor																0.61	
Peak Hour - % Trucks	3%		0%				11%				0%						

Intersection: Kanaka Creek Road/Loop Road
 PM Peak Hour Turning Movement Volumes

Date: 05/11/21

Time	<u>SB</u>				<u>WB</u>				<u>NB</u>				<u>EB</u>				Total
	SBR	SBT	SBL	Trucks	WBR	WBT	WBL	Trucks	NBR	NBT	NBL	Trucks	EBR	EBT	EBL	Trucks	
<u>15 Minute Totals</u>																	
4:00 - 4:15 PM	1	10	0	1	0	0	0	0	0	19	16	2	7	0	0	0	53
4:15 - 4:30 PM	0	6	0	0	0	0	0	0	0	9	13	4	15	0	1	0	44
4:30 - 4:45 PM	2	4	0	0	0	0	0	0	0	12	13	1	17	0	1	2	49
4:45 - 5:00 PM	2	9	0	0	0	0	0	0	0	11	18	1	13	0	1	0	54
5:00 - 5:15 PM	4	9	0	0	0	0	0	0	0	8	19	0	18	0	1	0	59
5:15 - 5:30 PM	1	6	0	0	0	0	0	0	0	14	19	0	11	0	0	0	51
5:30 - 5:45 PM	1	6	0	0	0	0	0	0	0	9	23	0	7	0	2	0	48
5:45 - 6:00 PM	1	6	0	0	0	0	0	0	0	11	20	1	12	0	3	0	53
<u>Hourly Total by 15 minutes</u>																	
4:00 - 5:00 PM	5	29	0	1	0	0	0	0	0	51	60	8	52	0	3	2	200
4:15 - 5:15 PM	8	28	0	0	0	0	0	0	0	40	63	6	63	0	4	2	206
4:30 - 5:30 PM	9	28	0	0	0	0	0	0	0	45	69	2	59	0	3	2	213
4:45 - 5:45 PM	8	30	0	0	0	0	0	0	0	42	79	1	49	0	4	0	212
5:00 - 6:00 PM	7	27	0	0	0	0	0	0	0	42	81	1	48	0	6	0	211
Peak Hour	9	28	0	0	0	0	0	0	0	45	69	2	59	0	3	2	213
4:30 - 5:30 PM																	
School Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15 PM																	
Peak Hour Factor																	0.90
Peak Hour - % Trucks		0%				0%				2%				3%			

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/11/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	22	7	1	1	0	0	2	0	0	0	0	0	1	34
15:00	1	44	18	6	1	0	0	1	0	0	0	0	0	1	72
16:00	0	32	9	0	5	0	0	1	1	0	0	0	0	1	49
17:00	0	21	8	0	2	1	0	1	0	0	0	0	0	1	34
18:00	1	31	14	0	3	0	0	0	0	0	0	0	0	0	49
19:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	1	8
21:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	182	63	7	12	1	0	5	1	0	0	0	0	5	278
Percent	0.7%	65.5%	22.7%	2.5%	4.3%	0.4%	0.0%	1.8%	0.4%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak															
Vol.															
PM Peak	15:00	15:00	15:00	15:00	16:00	17:00		14:00	16:00					14:00	
Vol.	1	44	18	6	5	1		2	1					1	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/12/21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
04:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
06:00	0	19	10	0	1	0	0	0	0	0	0	0	0	0	30
07:00	0	14	8	6	5	0	0	0	0	0	0	0	0	0	33
08:00	0	26	10	2	4	0	0	1	0	1	0	0	0	1	45
09:00	0	39	15	0	7	0	0	1	0	0	0	0	0	1	63
10:00	0	19	9	0	3	0	0	2	0	0	0	0	0	0	33
11:00	0	26	10	0	4	0	0	0	0	0	0	0	0	2	42
12 PM	0	27	7	0	3	0	0	1	0	0	0	0	0	1	39
13:00	0	25	4	7	7	0	0	0	0	0	0	0	0	0	43
14:00	0	20	8	0	4	0	0	0	0	0	0	0	0	0	32
15:00	0	52	18	4	2	0	0	0	0	0	0	0	0	2	78
16:00	0	41	10	0	2	0	0	3	0	0	0	0	0	4	60
17:00	0	23	9	0	6	0	1	0	0	0	0	0	0	1	40
18:00	0	21	8	0	2	0	0	0	0	0	0	0	0	1	32
19:00	0	38	13	2	9	0	1	0	0	0	0	0	0	0	63
20:00	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
21:00	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	429	150	21	64	0	2	8	0	1	0	0	0	14	689
Percent	0.0%	62.3%	21.8%	3.0%	9.3%	0.0%	0.3%	1.2%	0.0%	0.1%	0.0%	0.0%	0.0%	2.0%	
AM Peak		09:00	09:00	07:00	09:00			10:00		08:00				11:00	
Vol.		39	15	6	7			2		1				2	
PM Peak		15:00	15:00	13:00	19:00		17:00	16:00						16:00	
Vol.		52	18	7	9		1	3						4	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/13/21	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
05:00	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
06:00	0	18	5	0	1	0	0	0	0	0	0	0	0	0	24
07:00	0	15	5	6	3	0	0	1	0	0	0	0	0	1	31
08:00	0	32	5	2	3	0	0	1	0	0	0	0	0	1	44
09:00	0	34	15	0	4	1	0	0	0	0	0	0	0	6	60
10:00	0	13	8	0	5	0	0	1	0	0	0	0	0	2	29
11:00	0	23	12	0	3	0	0	0	0	0	0	0	0	3	41
12 PM	0	19	20	0	1	0	0	1	0	0	0	0	0	0	41
13:00	0	22	11	5	6	0	0	0	0	0	0	0	0	1	45
14:00	0	26	11	1	5	0	0	0	0	0	0	0	0	0	43
15:00	0	49	13	5	6	0	0	1	0	0	0	0	0	1	75
16:00	0	35	11	1	3	0	0	0	0	0	0	0	0	4	54
17:00	1	33	13	0	5	0	0	0	0	0	0	0	0	1	53
18:00	0	25	7	0	1	0	0	0	0	0	0	0	0	0	33
19:00	0	50	10	1	1	0	0	1	0	0	0	0	0	0	63
20:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	426	157	21	51	1	0	6	0	0	0	0	0	20	683
Percent	0.1%	62.4%	23.0%	3.1%	7.5%	0.1%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	
AM Peak		09:00	09:00	07:00	10:00	09:00		07:00						09:00	
Vol.		34	15	6	5	1		1						6	
PM Peak	17:00	19:00	12:00	13:00	13:00			12:00						16:00	
Vol.	1	50	20	5	6			1						4	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/14/21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
05:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
06:00	0	14	4	0	2	0	0	0	0	0	0	0	0	0	20
07:00	0	12	7	6	2	0	0	1	0	0	0	0	0	0	28
08:00	0	31	10	2	5	0	0	0	0	0	0	0	0	0	48
09:00	0	31	9	0	4	1	0	0	0	0	0	0	0	0	45
10:00	0	20	13	0	4	0	0	1	1	0	0	0	0	2	41
11:00	1	28	10	0	3	0	0	1	0	0	0	0	0	0	43
12 PM	0	34	13	1	6	0	0	1	0	0	0	0	0	2	57
13:00	0	36	6	6	8	0	0	0	0	0	0	0	0	0	56
14:00	0	22	9	0	3	1	0	0	0	1	0	0	0	0	36
15:00	0	45	16	6	5	0	0	1	0	0	0	0	0	0	73
16:00	1	28	9	0	4	1	0	1	0	0	0	0	0	0	44
17:00	0	22	4	0	2	0	0	1	0	0	0	0	0	1	30
18:00	0	25	5	0	5	0	0	2	0	1	0	0	0	0	38
19:00	0	10	5	0	2	0	0	0	0	0	0	0	0	0	17
20:00	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
21:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	2	402	134	21	58	3	0	9	1	2	0	0	0	5	637
Percent	0.3%	63.1%	21.0%	3.3%	9.1%	0.5%	0.0%	1.4%	0.2%	0.3%	0.0%	0.0%	0.0%	0.8%	
AM Peak	11:00	08:00	10:00	07:00	08:00	09:00		07:00	10:00					10:00	
Vol.	1	31	13	6	5	1		1	1					2	
PM Peak	16:00	15:00	15:00	13:00	13:00	14:00		18:00		14:00				12:00	
Vol.	1	45	16	6	8	1		2		1				2	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/15/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
05:00	0	5	3	0	0	0	0	2	0	0	0	0	0	0	10
06:00	0	1	4	0	2	0	0	2	0	0	0	0	0	1	10
07:00	0	1	4	0	3	0	0	0	0	0	0	0	0	0	8
08:00	0	20	9	0	0	0	0	1	0	0	0	0	0	0	30
09:00	0	16	8	0	3	0	0	2	0	0	0	0	0	0	29
10:00	2	18	14	0	3	0	0	0	0	0	0	0	0	0	37
11:00	1	26	7	0	2	0	0	1	0	0	0	0	0	2	39
12 PM	2	17	15	0	5	0	0	0	0	0	0	0	0	1	40
13:00	0	51	16	1	0	0	0	0	0	0	0	0	0	1	69
14:00	0	18	4	0	1	0	0	0	0	0	0	0	0	0	23
15:00	1	21	10	0	4	0	0	1	0	0	0	0	0	0	37
16:00	0	20	10	0	2	0	0	0	0	0	0	0	0	2	34
17:00	0	22	6	0	2	0	0	1	0	0	0	0	0	0	31
18:00	0	15	1	0	1	0	0	1	0	0	0	0	0	0	18
19:00	0	12	6	0	4	0	0	0	0	0	0	0	0	0	22
20:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
21:00	0	5	6	0	2	0	0	0	0	0	0	0	0	0	13
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
Total	6	285	128	1	36	0	0	12	0	0	0	0	0	7	475
Percent	1.3%	60.0%	26.9%	0.2%	7.6%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	10:00	11:00	10:00		07:00			05:00						11:00	
Vol.	2	26	14		3			2						2	
PM Peak	12:00	13:00	13:00	13:00	12:00			15:00						16:00	
Vol.	2	51	16	1	5			1						2	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/16/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
06:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	19	5	0	1	0	0	2	0	0	0	0	0	0	27
09:00	1	15	7	0	1	0	0	0	0	0	0	0	0	2	26
10:00	0	19	2	0	1	0	0	2	0	0	0	0	0	0	24
11:00	0	16	13	0	0	0	0	0	0	0	0	0	0	0	29
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	81	32	0	6	0	0	4	0	0	0	0	0	2	126
Percent	0.8%	64.3%	25.4%	0.0%	4.8%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	
AM Peak	09:00	08:00	11:00		01:00			08:00						09:00	
Vol.	1	19	13		1			2						2	
PM Peak															
Vol.															
Grand Total	12	1805	664	71	227	5	2	44	2	3	0	0	0	53	2888
Percent	0.4%	62.5%	23.0%	2.5%	7.9%	0.2%	0.1%	1.5%	0.1%	0.1%	0.0%	0.0%	0.0%	1.8%	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/11/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	26	11	1	5	0	0	1	1	0	0	0	0	1	46
15:00	0	34	10	5	4	0	0	0	0	0	0	0	0	2	55
16:00	0	33	13	4	4	0	0	2	0	0	0	0	0	0	56
17:00	0	50	11	0	3	0	0	1	0	0	0	0	0	1	66
18:00	0	28	5	0	4	0	0	0	0	0	0	0	0	1	38
19:00	1	21	4	0	1	0	0	0	0	0	0	0	0	0	27
20:00	1	12	4	0	2	0	0	0	0	0	0	0	0	1	20
21:00	0	12	1	1	1	0	0	0	0	0	0	0	0	0	15
22:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	223	61	11	25	0	0	4	1	0	0	0	0	6	333
Percent	0.6%	67.0%	18.3%	3.3%	7.5%	0.0%	0.0%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak															
Vol.															
PM Peak	19:00	17:00	16:00	15:00	14:00			16:00	14:00					15:00	
Vol.	1	50	13	5	5			2	1					2	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/12/21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
06:00	1	13	7	0	3	0	0	0	0	0	0	0	0	0	24
07:00	0	18	10	0	3	0	0	1	0	1	0	0	0	1	34
08:00	0	25	10	2	1	0	2	1	0	0	0	0	0	0	41
09:00	0	53	8	4	8	0	0	0	0	0	0	0	1	0	74
10:00	0	26	11	0	3	0	0	0	0	0	0	0	0	0	40
11:00	0	20	11	0	3	0	0	0	0	0	0	0	0	0	34
12 PM	0	23	11	1	7	0	0	2	0	0	0	0	0	1	45
13:00	0	21	8	0	6	0	0	0	0	0	0	0	0	2	37
14:00	0	16	10	2	3	0	0	0	0	0	0	0	0	2	33
15:00	1	44	13	4	4	0	0	0	0	0	0	0	0	3	69
16:00	0	49	14	3	3	0	0	1	0	0	0	0	0	2	72
17:00	0	74	16	0	6	0	0	0	0	0	0	0	0	0	96
18:00	0	32	5	0	1	0	0	1	0	0	0	0	0	0	39
19:00	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
20:00	0	15	0	0	5	0	0	0	0	0	0	0	0	0	20
21:00	0	8	3	0	4	0	0	0	0	0	0	0	0	0	15
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	2	479	142	16	63	0	2	6	0	1	0	0	1	11	723
Percent	0.3%	66.3%	19.6%	2.2%	8.7%	0.0%	0.3%	0.8%	0.0%	0.1%	0.0%	0.0%	0.1%	1.5%	
AM Peak	06:00	09:00	10:00	09:00	09:00		08:00	07:00		07:00			09:00	07:00	
Vol.	1	53	11	4	8		2	1		1			1	1	
PM Peak	15:00	17:00	17:00	15:00	12:00			12:00						15:00	
Vol.	1	74	16	4	7			2						3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/13/21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
06:00	0	9	7	0	1	0	0	0	0	0	0	0	0	0	17
07:00	0	14	7	1	2	0	0	0	0	0	0	0	0	0	24
08:00	0	27	8	1	3	0	0	0	0	0	0	0	0	1	40
09:00	0	46	9	5	7	1	0	0	0	0	0	0	0	2	70
10:00	0	20	11	0	3	0	0	0	0	0	0	0	0	2	36
11:00	0	27	15	0	6	0	0	1	0	0	0	0	0	2	51
12 PM	0	23	15	0	1	0	0	0	0	0	0	0	0	0	39
13:00	0	23	12	0	3	0	0	1	0	0	0	0	0	0	39
14:00	1	18	11	0	6	0	0	0	0	0	0	0	0	1	37
15:00	2	44	15	5	4	0	0	1	0	0	0	0	0	3	74
16:00	0	50	10	6	2	0	0	1	1	0	0	0	0	3	73
17:00	0	62	19	0	2	0	0	1	0	0	0	0	0	0	84
18:00	0	30	10	0	5	0	0	0	0	0	0	0	0	0	45
19:00	0	29	7	0	2	0	0	0	0	0	0	0	0	0	38
20:00	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	3	462	161	18	50	1	0	5	1	0	0	0	0	14	715
Percent	0.4%	64.6%	22.5%	2.5%	7.0%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak		09:00	11:00	09:00	09:00	09:00		11:00						09:00	
Vol.		46	15	5	7	1		1						2	
PM Peak	15:00	17:00	17:00	16:00	14:00			13:00	16:00					15:00	
Vol.	2	62	19	6	6			1	1					3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/14/21	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	1	10	2	0	1	0	0	0	0	0	0	0	0	0	14
07:00	0	12	6	0	3	0	0	0	0	0	0	0	0	1	22
08:00	0	26	13	2	1	0	0	0	0	0	0	0	0	0	42
09:00	0	49	10	4	6	1	0	1	1	1	0	0	0	5	78
10:00	0	23	13	0	7	0	0	0	0	0	0	0	0	0	43
11:00	0	23	11	0	3	0	0	2	0	0	0	0	0	0	39
12 PM	0	26	11	0	3	0	0	2	0	0	0	0	0	1	43
13:00	0	24	12	0	5	0	0	2	0	0	0	0	0	0	43
14:00	1	31	9	2	3	0	0	0	0	0	0	0	0	0	46
15:00	0	50	14	4	7	0	0	0	0	0	0	0	0	3	78
16:00	0	35	12	4	4	0	0	0	0	0	0	0	0	1	56
17:00	1	34	10	0	4	0	0	0	0	0	0	0	0	0	49
18:00	0	31	4	0	1	0	0	0	0	0	0	0	0	0	36
19:00	0	21	2	0	2	0	0	0	0	0	0	0	0	0	25
20:00	0	18	3	1	6	0	0	1	0	0	0	0	0	0	29
21:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
22:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	435	139	17	59	1	0	8	1	1	0	0	0	11	675
Percent	0.4%	64.4%	20.6%	2.5%	8.7%	0.1%	0.0%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	1.6%	
AM Peak	06:00	09:00	08:00	09:00	10:00	09:00		11:00	09:00	09:00				09:00	
Vol.	1	49	13	4	7	1		2	1	1				5	
PM Peak	14:00	15:00	15:00	15:00	15:00			12:00						15:00	
Vol.	1	50	14	4	7			2						3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/15/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	6	4	0	0	0	0	2	0	0	0	0	0	0	12
08:00	0	10	5	0	2	0	0	2	0	0	0	0	0	0	19
09:00	0	6	8	0	3	0	0	1	0	0	0	0	0	0	18
10:00	1	22	11	0	3	0	0	1	0	0	0	0	0	0	38
11:00	0	41	10	0	4	0	0	1	0	0	0	0	0	3	59
12 PM	0	25	9	0	1	0	0	0	0	0	0	0	0	0	35
13:00	0	31	11	0	3	0	0	0	0	0	0	0	0	1	46
14:00	2	25	10	0	2	0	0	1	0	0	0	0	0	0	40
15:00	0	19	12	0	4	0	0	1	0	0	0	0	0	0	36
16:00	1	25	8	0	1	0	0	1	0	0	0	0	0	4	40
17:00	0	21	10	0	4	0	0	0	0	0	0	0	0	1	36
18:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	16	7	0	2	0	0	0	0	0	0	0	0	0	25
20:00	0	11	2	0	4	0	0	0	0	0	0	0	0	0	17
21:00	1	13	3	0	1	0	0	0	0	0	0	0	0	0	18
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Total	5	304	117	0	34	0	0	10	0	0	0	0	0	9	479
Percent	1.0%	63.5%	24.4%	0.0%	7.1%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak	10:00	11:00	10:00		11:00			07:00						11:00	
Vol.	1	41	11		4			2						3	
PM Peak	14:00	13:00	15:00		15:00			14:00						16:00	
Vol.	2	31	12		4			1						4	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/16/21	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
09:00	0	8	8	0	2	0	0	1	0	0	0	0	0	0	19
10:00	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
11:00	0	19	7	0	1	0	0	0	0	0	0	0	0	1	28
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	69	27	0	7	0	0	1	0	0	0	0	0	1	105
Percent	0.0%	65.7%	25.7%	0.0%	6.7%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak		11:00	09:00		08:00			09:00						11:00	
Vol.		19	8		2			1						1	
PM Peak															
Vol.															
Grand Total	15	1972	647	62	238	2	2	34	3	2	0	0	1	52	3030
Percent	0.5%	65.1%	21.4%	2.0%	7.9%	0.1%	0.1%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	1.7%	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/11/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	0	21	11	2	0	0	0	0	0	0	0	0	0	2	36
15:00	1	24	9	1	1	1	1	0	0	0	0	0	0	4	42
16:00	0	38	10	0	1	0	0	1	0	0	0	0	0	4	54
17:00	2	38	13	0	1	2	0	0	0	0	0	0	0	3	59
18:00	0	17	6	0	2	1	0	0	0	0	0	0	0	3	29
19:00	0	25	8	0	0	0	0	0	0	0	0	0	0	1	34
20:00	1	11	4	0	1	1	0	0	0	0	0	0	0	1	19
21:00	0	10	7	0	1	0	0	0	0	0	0	0	0	0	18
22:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	5	191	69	3	7	5	1	1	0	0	0	0	0	18	300
Percent	1.7%	63.7%	23.0%	1.0%	2.3%	1.7%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	
AM Peak															
Vol.															
PM Peak	17:00	16:00	17:00	14:00	18:00	17:00	15:00	16:00						15:00	
Vol.	2	38	13	2	2	2	1	1						4	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/12/21	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:00	2	19	3	0	2	0	0	0	0	0	0	0	0	0	26
08:00	0	29	13	0	3	0	1	0	0	0	0	0	0	7	53
09:00	0	20	9	0	2	0	0	2	0	0	0	0	0	3	36
10:00	0	11	4	0	2	0	0	1	0	0	0	0	0	0	18
11:00	0	20	9	0	2	0	0	0	0	0	0	0	0	0	31
12 PM	0	20	6	0	3	0	0	0	0	0	0	0	0	1	30
13:00	4	24	13	0	3	0	0	0	0	0	0	0	0	2	46
14:00	1	22	9	3	0	3	0	0	0	0	0	0	0	5	43
15:00	2	27	7	0	1	1	0	1	0	0	0	0	0	7	46
16:00	1	25	11	0	3	1	0	0	0	0	0	0	0	4	45
17:00	2	39	12	0	2	0	0	1	0	0	0	0	0	6	62
18:00	1	25	9	0	3	0	0	0	0	0	0	0	0	3	41
19:00	1	21	5	0	0	1	0	0	0	0	0	0	0	4	32
20:00	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19
21:00	0	10	6	0	1	0	0	0	0	0	0	0	0	1	18
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	1	8
23:00	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
Total	14	353	122	3	29	8	1	5	0	0	0	0	0	45	580
Percent	2.4%	60.9%	21.0%	0.5%	5.0%	1.4%	0.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	7.8%	
AM Peak	07:00	08:00	08:00		08:00	01:00	08:00	09:00						08:00	
Vol.	2	29	13		3	1	1	2						7	
PM Peak	13:00	17:00	13:00	14:00	12:00	14:00		15:00						15:00	
Vol.	4	39	13	3	3	3		1						7	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/13/21	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	1	12	5	0	2	1	0	0	0	0	0	0	0	1	22
08:00	4	28	14	0	5	0	0	2	0	0	0	0	0	0	53
09:00	0	21	8	0	1	2	0	0	0	0	0	0	0	5	37
10:00	0	17	1	0	1	0	0	0	0	0	0	0	0	4	23
11:00	1	14	21	0	6	0	0	1	0	0	0	0	0	5	48
12 PM	2	22	13	0	4	0	0	0	0	0	0	0	0	4	45
13:00	2	32	7	0	2	1	0	2	0	0	0	0	0	7	53
14:00	0	24	7	2	3	2	0	0	0	0	0	0	0	2	40
15:00	1	41	16	1	2	0	1	0	0	0	0	0	0	2	64
16:00	0	35	14	0	5	1	0	0	0	0	0	0	0	0	55
17:00	1	44	8	0	1	1	0	0	0	0	0	0	0	7	62
18:00	1	25	9	0	2	2	0	0	0	0	0	0	0	3	42
19:00	0	23	2	0	1	1	0	0	0	0	0	0	0	1	28
20:00	0	11	6	0	1	0	0	0	0	0	0	0	0	4	22
21:00	0	15	0	0	2	0	0	0	0	0	0	0	0	1	18
22:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	13	379	136	3	38	12	1	5	0	0	0	0	0	46	633
Percent	2.1%	59.9%	21.5%	0.5%	6.0%	1.9%	0.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	
AM Peak	08:00	08:00	11:00		11:00	09:00		08:00						09:00	
Vol.	4	28	21		6	2		2						5	
PM Peak	12:00	17:00	15:00	14:00	16:00	14:00	15:00	13:00						13:00	
Vol.	2	44	16	2	5	2	1	2						7	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/14/21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
07:00	1	11	3	0	0	0	0	0	0	0	0	0	0	0	15
08:00	0	35	8	0	6	1	0	0	1	0	0	0	0	5	56
09:00	0	20	4	0	1	1	0	0	0	0	0	0	0	0	26
10:00	2	15	6	0	5	0	0	0	0	0	0	0	0	3	31
11:00	0	21	6	0	2	0	0	0	0	0	0	0	0	2	31
12 PM	0	25	17	0	2	1	0	0	0	0	0	0	0	2	47
13:00	0	40	13	1	3	1	0	2	0	0	0	0	0	6	66
14:00	2	19	7	2	1	2	0	0	0	0	0	0	0	5	38
15:00	0	32	8	1	4	2	1	1	0	0	0	0	0	3	52
16:00	1	39	11	0	1	3	0	0	1	0	0	0	0	2	58
17:00	1	26	7	0	3	1	0	0	0	0	0	0	0	4	42
18:00	0	25	8	0	3	0	0	0	0	0	0	0	0	1	37
19:00	0	25	7	0	1	0	0	0	0	0	0	0	0	4	37
20:00	0	15	8	0	0	2	0	1	0	0	0	0	0	2	28
21:00	0	7	3	0	1	1	0	0	0	0	0	0	0	1	13
22:00	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
23:00	0	6	2	0	0	1	0	0	0	0	0	0	0	0	9
Total	7	389	123	4	35	16	1	4	2	0	0	0	0	40	621
Percent	1.1%	62.6%	19.8%	0.6%	5.6%	2.6%	0.2%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	6.4%	
AM Peak	10:00	08:00	08:00		08:00	08:00			08:00					08:00	
Vol.	2	35	8		6	1			1					5	
PM Peak	14:00	13:00	12:00	14:00	15:00	16:00	15:00	13:00	16:00					13:00	
Vol.	2	40	17	2	4	3	1	2	1					6	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/15/21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
07:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
08:00	0	8	5	0	1	1	0	0	0	0	0	0	0	3	18
09:00	0	11	7	0	1	1	0	1	0	0	0	0	0	1	22
10:00	2	23	9	0	1	1	0	1	1	0	0	0	0	4	42
11:00	0	24	9	0	4	0	0	0	0	0	0	0	0	2	39
12 PM	2	22	17	0	4	1	0	0	0	0	0	0	0	2	48
13:00	1	31	11	0	2	0	0	0	0	0	0	0	0	4	49
14:00	0	40	8	0	1	1	0	1	0	0	0	0	0	4	55
15:00	1	27	14	0	1	0	0	0	0	0	0	0	0	0	43
16:00	1	21	10	0	1	0	0	0	0	0	0	0	0	3	36
17:00	2	21	6	0	2	1	0	0	0	0	0	0	0	3	35
18:00	0	20	7	0	0	1	0	0	2	0	0	0	0	2	32
19:00	0	31	5	0	0	2	0	0	0	0	0	0	0	2	40
20:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
21:00	0	13	3	0	1	0	0	0	0	0	0	0	0	2	19
22:00	1	9	1	0	2	1	0	0	0	0	0	0	0	1	15
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	1	9
Total	10	340	122	0	24	10	0	3	3	0	0	0	0	34	546
Percent	1.8%	62.3%	22.3%	0.0%	4.4%	1.8%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	6.2%	
AM Peak	10:00	11:00	10:00		11:00	08:00		09:00	10:00					10:00	
Vol.	2	24	9		4	1		1	1					4	
PM Peak	12:00	14:00	12:00		12:00	19:00		14:00	18:00					13:00	
Vol.	2	40	17		4	2		1	2					4	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/16/21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
08:00	0	8	4	0	1	0	0	0	0	0	0	0	0	3	16
09:00	0	7	9	0	3	2	0	0	0	0	0	0	0	0	21
10:00	0	32	6	0	3	2	0	0	0	0	0	0	0	3	46
11:00	1	15	5	0	0	0	0	2	0	0	0	0	0	2	25
12 PM	2	18	8	1	2	3	0	0	0	0	0	0	0	2	36
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	96	37	1	11	7	0	2	0	0	0	0	0	11	168
Percent	1.8%	57.1%	22.0%	0.6%	6.5%	4.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	
AM Peak	11:00	10:00	09:00		09:00	09:00		11:00						08:00	
Vol.	1	32	9		3	2		2						3	
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00								12:00	
Vol.	2	18	8	1	2	3								2	
Grand Total	52	1748	609	14	144	58	4	20	5	0	0	0	0	194	2848
Percent	1.8%	61.4%	21.4%	0.5%	5.1%	2.0%	0.1%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	6.8%	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/11/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	1	19	10	0	0	0	0	1	0	0	0	0	0	3	34
15:00	0	36	9	0	3	0	0	2	0	0	0	0	0	5	55
16:00	0	16	9	0	3	0	0	0	0	0	0	0	0	8	36
17:00	0	23	4	0	1	0	0	0	0	0	0	0	0	2	30
18:00	1	12	5	0	1	0	0	0	0	0	0	0	0	11	30
19:00	0	13	3	0	0	0	0	0	0	0	0	0	0	5	21
20:00	1	6	1	0	0	0	0	0	0	0	0	0	0	2	10
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Total	3	136	44	0	8	0	0	4	0	0	0	0	0	36	231
Percent	1.3%	58.9%	19.0%	0.0%	3.5%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	15.6%	
AM Peak															
Vol.															
PM Peak	14:00	15:00	14:00		15:00			15:00						18:00	
Vol.	1	36	10		3			2						11	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/12/21	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	2	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	9	7	0	2	0	0	0	0	0	0	0	0	2	20
06:00	0	18	9	0	2	0	0	0	0	0	0	0	0	5	34
07:00	0	26	3	0	4	0	0	0	0	0	0	0	0	9	42
08:00	0	31	13	0	1	0	0	0	0	0	0	0	0	8	53
09:00	1	21	18	0	2	0	0	1	0	0	0	0	0	5	48
10:00	1	12	10	0	3	0	0	0	0	1	0	0	0	1	28
11:00	0	31	11	1	3	0	0	0	0	0	0	0	0	7	53
12 PM	0	24	11	0	5	0	0	0	0	0	0	0	0	4	44
13:00	0	25	10	1	2	0	0	0	1	0	0	0	0	6	45
14:00	0	24	13	0	2	0	0	0	0	0	0	0	0	7	46
15:00	1	37	4	0	2	0	0	1	0	0	0	0	0	5	50
16:00	2	21	6	0	1	0	0	0	1	0	0	0	0	3	34
17:00	0	20	8	0	2	0	0	0	0	0	0	0	0	8	38
18:00	0	17	2	0	1	0	0	0	0	0	0	0	0	1	21
19:00	1	17	5	0	1	0	0	0	0	0	0	0	0	1	25
20:00	0	11	3	0	1	0	0	0	0	0	0	0	0	3	18
21:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	7	364	139	2	34	0	0	2	2	1	0	0	0	78	629
Percent	1.1%	57.9%	22.1%	0.3%	5.4%	0.0%	0.0%	0.3%	0.3%	0.2%	0.0%	0.0%	0.0%	12.4%	
AM Peak	09:00	08:00	09:00	11:00	07:00			09:00		10:00				07:00	
Vol.	1	31	18	1	4			1		1				9	
PM Peak	16:00	15:00	14:00	13:00	12:00			15:00	13:00					17:00	
Vol.	2	37	13	1	5			1	1					8	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/13/21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5
05:00	0	9	4	0	2	0	0	0	0	0	0	0	0	2	17
06:00	0	15	6	0	3	0	0	0	0	0	0	0	0	2	26
07:00	0	25	4	0	3	0	0	1	0	0	0	0	0	3	36
08:00	1	37	13	0	2	0	0	2	0	0	0	0	0	2	57
09:00	1	31	12	0	0	0	0	0	0	1	0	0	0	3	48
10:00	0	28	9	0	2	0	0	0	0	0	0	0	0	0	39
11:00	1	32	16	0	6	0	0	0	0	0	0	0	0	8	63
12 PM	0	27	12	0	6	0	0	0	1	0	0	0	0	4	50
13:00	0	29	7	0	4	0	0	0	0	0	0	0	0	6	46
14:00	1	15	16	0	2	0	0	1	0	0	0	0	0	5	40
15:00	1	40	17	1	2	0	0	1	0	0	0	0	0	8	70
16:00	2	37	8	0	1	0	0	0	0	0	0	0	0	10	58
17:00	2	18	5	0	3	0	0	2	0	0	0	0	0	4	34
18:00	0	14	2	0	0	0	0	0	0	0	0	0	0	4	20
19:00	0	17	8	0	1	0	0	0	0	0	0	0	0	8	34
20:00	1	14	1	0	1	0	0	0	0	0	0	0	0	1	18
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	1	12
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	10	408	144	1	39	0	0	7	1	1	0	0	0	72	683
Percent	1.5%	59.7%	21.1%	0.1%	5.7%	0.0%	0.0%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	10.5%	
AM Peak	08:00	08:00	11:00		11:00			08:00		09:00				11:00	
Vol.	1	37	16		6			2		1				8	
PM Peak	16:00	15:00	15:00	15:00	12:00			17:00	12:00					16:00	
Vol.	2	40	17	1	6			2	1					10	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/14/21	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5
05:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
06:00	0	13	4	0	1	0	0	0	0	0	0	0	0	4	22
07:00	0	23	7	0	1	0	0	0	0	0	0	0	0	2	33
08:00	0	34	10	0	5	0	0	0	0	0	0	0	0	6	55
09:00	0	20	11	0	1	0	0	1	0	0	0	0	0	3	36
10:00	1	20	7	0	4	0	0	0	0	0	0	0	0	11	43
11:00	0	25	13	0	2	0	0	1	0	0	0	0	0	6	47
12 PM	2	28	10	0	2	0	0	0	0	0	0	0	0	9	51
13:00	1	34	10	0	2	0	0	0	0	0	0	0	0	5	52
14:00	0	26	11	0	2	0	0	1	0	0	0	0	0	4	44
15:00	3	49	10	0	4	0	0	1	0	1	0	0	0	8	76
16:00	0	36	8	0	2	0	0	1	0	0	0	0	0	3	50
17:00	2	18	6	0	1	0	0	0	0	0	0	0	0	6	33
18:00	0	16	7	0	2	0	0	0	0	0	0	0	0	7	32
19:00	1	13	6	0	0	0	0	0	0	0	0	0	0	3	23
20:00	2	10	5	0	1	0	0	0	0	0	0	0	0	4	22
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	1	11
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	13	402	133	0	34	0	0	5	0	1	0	0	0	83	671
Percent	1.9%	59.9%	19.8%	0.0%	5.1%	0.0%	0.0%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	12.4%	
AM Peak	01:00	08:00	11:00		08:00			09:00						10:00	
Vol.	1	34	13		5			1						11	
PM Peak	15:00	15:00	14:00		15:00			14:00		15:00				12:00	
Vol.	3	49	11		4			1		1				9	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/15/21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	1	0	0	0	0	0	0	0	0	1	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
04:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	7	0	0	1	0	0	1	0	0	0	0	0	0	9
06:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
07:00	0	7	2	0	0	0	0	0	0	0	0	0	0	1	10
08:00	0	17	7	0	0	0	0	1	0	0	0	0	0	9	34
09:00	1	25	12	0	3	0	0	0	0	0	0	0	0	10	51
10:00	1	24	12	0	9	0	0	0	0	0	0	0	0	6	52
11:00	2	27	13	0	1	0	0	1	0	0	0	0	0	1	45
12 PM	0	21	11	0	5	0	0	1	0	0	0	0	0	5	43
13:00	0	39	11	1	1	0	0	0	0	0	0	0	0	4	56
14:00	0	22	5	0	2	0	0	0	0	0	0	0	0	5	34
15:00	6	24	8	0	3	0	0	0	0	0	0	0	0	6	47
16:00	1	22	11	0	4	0	0	0	0	0	0	0	0	7	45
17:00	0	23	8	0	0	0	0	0	0	0	0	0	1	7	39
18:00	1	19	6	0	2	0	0	0	0	0	0	0	0	5	33
19:00	0	20	0	0	0	0	0	1	0	0	0	0	0	6	27
20:00	0	22	5	0	2	0	0	0	0	0	0	0	0	3	32
21:00	0	8	6	0	0	0	0	0	0	0	0	0	0	3	17
22:00	0	5	1	0	1	0	0	0	0	0	0	0	0	3	10
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	12	351	130	1	35	0	0	5	0	0	0	0	1	83	618
Percent	1.9%	56.8%	21.0%	0.2%	5.7%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	13.4%	
AM Peak	11:00	11:00	11:00		10:00			05:00						09:00	
Vol.	2	27	13		9			1						10	
PM Peak	15:00	13:00	12:00	13:00	12:00			12:00					17:00	16:00	
Vol.	6	39	11	1	5			1				1	7		

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/16/21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	1	5	5	0	1	0	0	0	0	0	0	0	0	0	12
07:00	0	8	1	0	0	0	0	0	0	0	0	0	0	1	10
08:00	0	24	8	0	2	0	0	0	0	0	0	0	0	2	36
09:00	1	23	11	0	5	0	0	0	0	0	0	0	0	2	42
10:00	0	29	9	0	6	0	0	1	0	0	0	0	1	8	54
11:00	0	15	3	0	2	0	0	1	1	0	0	0	0	15	37
12 PM	0	38	7	0	1	0	0	0	0	0	0	0	0	3	49
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	149	46	0	17	0	0	2	1	0	0	0	1	33	251
Percent	0.8%	59.4%	18.3%	0.0%	6.8%	0.0%	0.0%	0.8%	0.4%	0.0%	0.0%	0.0%	0.4%	13.1%	
AM Peak	06:00	10:00	09:00		10:00			10:00	11:00				10:00	11:00	
Vol.	1	29	11		6			1	1				1	15	
PM Peak		12:00	12:00		12:00									12:00	
Vol.		38	7		1									3	
Grand Total	47	1810	636	4	167	0	0	25	4	3	0	0	2	385	3083
Percent	1.5%	58.7%	20.6%	0.1%	5.4%	0.0%	0.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.1%	12.5%	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/20/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	54	18	1	8	2	0	2	0	0	0	0	0	0	85
17:00	0	51	22	1	4	2	0	1	1	0	0	0	0	2	84
18:00	0	31	10	0	5	0	0	1	0	0	0	0	0	0	47
19:00	0	46	17	0	1	0	0	0	0	0	0	0	0	0	64
20:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
21:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
Total	0	224	75	2	20	4	0	4	1	0	0	0	0	2	332
Percent	0.0%	67.5%	22.6%	0.6%	6.0%	1.2%	0.0%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak															
Vol.															
PM Peak		16:00	17:00	16:00	16:00	16:00		16:00	17:00					17:00	
Vol.		54	22	1	8	2		2	1					2	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/21/21	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	1	0	0	0	0	0	0	0	4
04:00	0	4	3	0	1	0	0	0	0	0	0	0	0	1	9
05:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	22	12	0	1	0	0	0	0	0	0	0	0	1	36
07:00	0	24	13	5	8	4	0	0	0	0	0	0	0	0	54
08:00	0	41	18	3	6	1	0	0	0	0	0	0	0	3	72
09:00	0	51	12	0	10	5	0	3	0	0	0	0	1	1	83
10:00	0	42	20	0	5	2	0	4	0	0	0	0	0	0	73
11:00	0	67	17	0	7	1	0	1	0	0	0	0	0	1	94
12 PM	0	45	17	0	2	1	0	3	0	0	0	0	0	1	69
13:00	1	51	18	6	7	2	0	0	0	0	0	0	0	4	89
14:00	0	42	18	1	5	2	0	1	1	0	0	1	0	3	74
15:00	0	62	16	5	7	1	0	4	0	0	0	0	0	3	98
16:00	0	46	17	1	6	0	0	3	0	0	0	0	0	1	74
17:00	0	47	16	0	9	0	0	1	0	1	0	0	0	3	77
18:00	0	18	12	0	2	0	0	0	0	0	0	0	0	0	32
19:00	0	32	7	0	5	0	0	0	0	0	0	0	0	1	45
20:00	0	11	2	1	2	0	0	0	0	0	0	0	0	1	17
21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	1	9
22:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
23:00	0	6	2	0	1	0	0	0	0	0	0	0	0	1	10
Total	1	638	227	22	85	19	1	20	1	1	0	1	1	26	1043
Percent	0.1%	61.2%	21.8%	2.1%	8.1%	1.8%	0.1%	1.9%	0.1%	0.1%	0.0%	0.1%	0.1%	2.5%	
AM Peak		11:00	10:00	07:00	09:00	09:00	03:00	10:00					09:00	08:00	
Vol.		67	20	5	10	5	1	4					1	3	
PM Peak	13:00	15:00	13:00	13:00	17:00	13:00		15:00	14:00	17:00		14:00		13:00	
Vol.	1	62	18	6	9	2		4	1	1		1		4	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/22/21	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	1	1	0	0	0	0	0	0	0	0	4
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	6	5	0	1	0	0	0	0	0	0	0	0	0	12
07:00	0	11	9	0	4	0	0	1	0	0	0	0	0	0	26
08:00	0	22	19	1	3	0	0	2	0	0	0	0	0	0	47
09:00	0	32	11	0	4	1	0	1	0	0	0	0	0	0	50
10:00	0	51	13	1	6	0	0	0	0	0	0	0	0	2	73
11:00	0	40	18	1	5	0	0	3	0	0	0	0	0	0	67
12 PM	1	29	17	0	4	1	0	0	0	0	0	0	0	2	54
13:00	0	44	21	0	4	0	0	0	0	0	0	0	0	2	71
14:00	1	40	8	0	3	0	0	0	0	0	0	0	0	1	53
15:00	0	51	22	1	3	0	0	2	0	0	0	0	1	5	85
16:00	0	31	12	0	3	0	0	4	0	0	0	0	0	0	50
17:00	1	20	10	0	3	0	0	0	0	0	0	0	0	0	34
18:00	1	17	9	0	2	0	0	1	0	0	0	0	0	0	30
19:00	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
20:00	0	10	6	0	1	0	0	1	0	0	0	0	0	0	18
21:00	0	7	4	0	0	1	0	0	0	0	0	0	0	0	12
22:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
Total	4	444	202	4	50	5	0	15	0	0	0	0	1	15	740
Percent	0.5%	60.0%	27.3%	0.5%	6.8%	0.7%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.1%	2.0%	
AM Peak		10:00	08:00	08:00	10:00	00:00		11:00						10:00	
Vol.		51	19	1	6	1		3						2	
PM Peak	12:00	15:00	15:00	15:00	12:00	12:00		16:00					15:00	15:00	
Vol.	1	51	22	1	4	1		4				1	5		

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/23/21	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
05:00	0	2	1	0	0	0	0	2	0	0	0	0	0	0	5
06:00	1	12	2	0	0	0	0	3	0	0	0	0	0	0	18
07:00	0	19	4	0	1	0	0	0	0	0	0	0	0	2	26
08:00	0	20	12	0	3	0	0	0	0	0	0	0	0	0	35
09:00	1	37	18	0	1	1	0	1	0	0	0	0	0	1	60
10:00	1	37	10	0	2	0	0	0	0	0	0	0	0	0	50
11:00	0	33	17	0	6	0	0	0	0	0	0	0	0	0	56
12 PM	0	57	18	0	3	0	0	0	0	0	0	0	0	0	78
13:00	0	35	14	0	3	0	0	1	0	0	0	0	0	3	56
14:00	3	26	16	0	4	0	0	0	0	0	0	0	0	3	52
15:00	0	36	11	0	4	0	0	0	0	0	0	0	0	1	52
16:00	0	28	12	0	3	0	0	1	0	0	0	0	0	2	46
17:00	0	19	13	0	3	0	0	1	0	0	0	0	0	0	36
18:00	0	22	6	0	0	0	0	0	0	0	0	0	0	2	30
19:00	0	20	4	0	2	0	0	0	0	0	0	0	0	0	26
20:00	0	13	4	0	0	1	0	0	0	0	0	0	0	0	18
21:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	449	168	0	37	2	0	9	0	0	0	0	0	14	685
Percent	0.9%	65.5%	24.5%	0.0%	5.4%	0.3%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	06:00	09:00	09:00		11:00	09:00		06:00						07:00	
Vol.	1	37	18		6	1		3						2	
PM Peak	14:00	12:00	12:00		14:00	20:00		13:00						13:00	
Vol.	3	57	18		4	1		1						3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/24/21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	1	0	1	0	0	0	0	0	0	0	4
04:00	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
05:00	0	14	6	0	4	0	0	0	0	0	0	0	0	0	24
06:00	0	23	14	0	1	1	0	0	0	0	0	0	0	1	40
07:00	1	32	19	5	3	3	1	1	0	0	0	0	0	1	66
08:00	0	37	20	2	11	1	1	0	0	0	0	0	1	2	75
09:00	0	46	19	0	3	1	0	2	0	0	0	0	0	0	71
10:00	0	27	20	0	4	2	1	0	0	0	0	0	0	1	55
11:00	1	43	17	0	1	1	0	0	0	0	0	0	0	2	65
12 PM	1	38	13	0	3	0	0	2	0	0	0	0	0	1	58
13:00	0	47	16	9	6	1	1	2	0	0	0	0	0	3	85
14:00	0	45	12	2	7	4	0	2	0	0	0	0	0	5	77
15:00	0	50	23	3	5	0	1	3	0	0	0	0	0	6	91
16:00	0	35	18	0	1	1	0	2	0	0	0	0	0	1	58
17:00	0	32	10	1	3	1	0	1	0	0	0	0	1	2	51
18:00	0	28	10	1	2	0	0	0	0	0	0	0	0	0	41
19:00	0	38	11	0	4	1	0	1	0	0	0	0	0	1	56
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	11	1	0	0	1	0	0	0	0	0	0	0	0	13
Total	3	570	237	23	60	18	6	16	0	0	0	0	2	26	961
Percent	0.3%	59.3%	24.7%	2.4%	6.2%	1.9%	0.6%	1.7%	0.0%	0.0%	0.0%	0.0%	0.2%	2.7%	
AM Peak	07:00	09:00	08:00	07:00	08:00	07:00	03:00	09:00					08:00	08:00	
Vol.	1	46	20	5	11	3	1	2					1	2	
PM Peak	12:00	15:00	15:00	13:00	14:00	14:00	13:00	15:00					17:00	15:00	
Vol.	1	50	23	9	7	4	1	3					1	6	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/25/21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	4	4	0	3	1	0	0	0	0	0	0	0	0	12
05:00	0	13	4	0	1	0	0	1	0	0	0	0	0	1	20
06:00	0	22	14	1	0	1	0	0	0	0	0	0	0	1	39
07:00	0	25	14	6	2	3	0	2	0	0	0	0	0	2	54
08:00	0	33	20	3	3	2	0	1	0	0	0	0	0	2	64
09:00	1	48	17	1	7	1	2	2	0	0	0	0	0	2	81
10:00	1	35	21	1	5	0	0	1	0	0	0	0	0	3	67
11:00	1	35	12	0	4	1	0	2	0	0	0	0	0	3	58
12 PM	0	31	12	0	2	0	1	0	0	0	0	0	0	3	49
13:00	1	49	17	6	6	4	1	5	0	0	0	0	0	1	90
14:00	0	42	15	1	3	0	0	1	0	0	0	1	0	1	64
15:00	1	65	26	7	8	2	0	0	0	0	0	0	0	5	114
16:00	0	52	18	0	5	1	1	0	0	0	0	0	0	1	78
17:00	1	46	16	2	2	0	0	2	0	0	0	0	0	1	70
18:00	0	16	5	1	4	1	0	0	0	0	0	0	0	0	27
19:00	0	39	16	2	6	1	0	1	0	0	0	0	0	3	68
20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
22:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	577	239	31	63	18	6	18	0	0	0	1	0	29	988
Percent	0.6%	58.4%	24.2%	3.1%	6.4%	1.8%	0.6%	1.8%	0.0%	0.0%	0.0%	0.1%	0.0%	2.9%	
AM Peak	09:00	09:00	10:00	07:00	09:00	07:00	09:00	07:00						10:00	
Vol.	1	48	21	6	7	3	2	2						3	
PM Peak	13:00	15:00	15:00	15:00	15:00	13:00	12:00	13:00				14:00		15:00	
Vol.	1	65	26	7	8	4	1	5				1		5	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/26/21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
05:00	0	13	7	0	1	1	0	0	0	0	0	0	0	0	22
06:00	0	23	8	0	2	0	0	1	0	0	0	0	0	0	34
07:00	0	27	12	5	5	3	1	0	0	1	0	0	0	1	55
08:00	1	42	19	2	6	0	1	1	0	0	0	0	0	2	74
09:00	0	52	19	0	4	1	1	1	1	1	0	0	0	4	84
10:00	0	50	13	1	4	1	1	1	0	0	0	0	0	2	73
11:00	1	42	13	0	7	1	1	1	0	0	0	0	0	0	66
12 PM	0	47	16	1	2	1	0	2	0	1	0	0	0	4	74
13:00	0	50	14	6	9	1	0	2	0	0	0	0	0	2	84
14:00	2	41	19	2	2	0	0	3	0	0	0	0	0	2	71
15:00	0	59	22	5	8	1	0	2	0	0	0	0	0	0	97
16:00	0	39	14	2	3	0	1	1	1	0	1	0	0	3	65
17:00	0	43	17	0	2	0	0	0	0	0	0	0	0	1	63
18:00	0	23	7	0	5	1	0	2	0	0	0	0	0	1	39
19:00	0	19	3	0	0	0	0	2	0	0	0	0	0	2	26
20:00	0	6	2	1	1	0	0	0	0	0	0	0	0	1	11
21:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	10	2	0	2	1	0	0	0	0	0	0	0	0	15
Total	4	611	215	25	66	12	7	19	2	3	1	0	0	25	990
Percent	0.4%	61.7%	21.7%	2.5%	6.7%	1.2%	0.7%	1.9%	0.2%	0.3%	0.1%	0.0%	0.0%	2.5%	
AM Peak	08:00	09:00	08:00	07:00	11:00	07:00	03:00	06:00	09:00	07:00				09:00	
Vol.	1	52	19	5	7	3	1	1	1	1				4	
PM Peak	14:00	15:00	15:00	13:00	13:00	12:00	16:00	14:00	16:00	12:00	16:00			12:00	
Vol.	2	59	22	6	9	1	1	3	1	1	1			4	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/27/21	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3
04:00	0	3	3	0	3	0	0	0	0	0	0	0	0	0	9
05:00	0	17	4	0	1	1	0	0	0	0	0	0	0	0	23
06:00	0	23	12	2	1	3	0	1	1	0	0	0	0	0	43
07:00	1	30	14	3	11	0	0	1	0	0	0	0	0	3	63
08:00	0	32	13	1	5	0	0	1	0	0	0	0	0	2	54
09:00	0	53	18	0	7	2	0	1	1	0	0	0	0	2	84
10:00	0	33	10	0	5	1	0	0	0	0	0	0	0	1	50
11:00	0	37	16	1	8	2	0	2	1	0	0	0	0	1	68
12 PM	1	43	27	0	2	0	0	1	0	0	1	0	0	0	75
13:00	0	41	23	6	3	2	1	2	0	0	0	0	0	1	79
14:00	0	36	16	2	1	3	0	3	0	0	0	0	0	0	61
15:00	0	52	21	6	7	2	0	2	0	0	0	0	1	3	94
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	410	178	21	54	16	2	14	3	0	1	0	1	13	715
Percent	0.3%	57.3%	24.9%	2.9%	7.6%	2.2%	0.3%	2.0%	0.4%	0.0%	0.1%	0.0%	0.1%	1.8%	
AM Peak	07:00	09:00	09:00	07:00	07:00	06:00	03:00	11:00	06:00					07:00	
Vol.	1	53	18	3	11	3	1	2	1					3	
PM Peak	12:00	15:00	12:00	13:00	15:00	14:00	13:00	14:00			12:00		15:00	15:00	
Vol.	1	52	27	6	7	3	1	3			1		1	3	
Grand Total	26	3923	1541	128	435	94	22	115	7	4	2	2	5	150	6454
Percent	0.4%	60.8%	23.9%	2.0%	6.7%	1.5%	0.3%	1.8%	0.1%	0.1%	0.0%	0.0%	0.1%	2.3%	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Eastbound															
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/20/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	55	33	4	10	0	0	1	0	0	0	0	0	3	106
17:00	0	78	27	1	16	0	0	4	0	0	0	0	0	3	129
18:00	0	36	9	0	11	0	0	0	0	0	0	0	0	2	58
19:00	0	29	18	0	6	0	0	2	0	0	0	0	0	0	55
20:00	0	26	10	0	4	0	0	0	0	0	0	0	0	0	40
21:00	0	15	11	0	2	0	0	0	0	0	0	0	0	0	28
22:00	0	9	4	1	1	0	0	0	0	0	0	0	0	0	15
23:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	253	115	6	50	0	0	7	0	0	0	0	0	8	439
Percent	0.0%	57.6%	26.2%	1.4%	11.4%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak															
Vol.															
PM Peak		17:00	16:00	16:00	17:00			17:00						16:00	
Vol.		78	33	4	16			4						3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Eastbound															
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/21/21	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	8	2	0	1	0	0	1	0	0	0	0	0	0	12
07:00	0	15	9	0	8	0	0	1	0	0	0	0	0	0	33
08:00	0	33	10	2	12	0	0	1	0	0	0	0	0	1	59
09:00	0	46	18	5	16	1	0	2	0	1	1	0	0	0	90
10:00	0	34	18	1	6	0	0	3	0	0	0	0	0	0	62
11:00	0	39	17	0	6	1	0	3	0	0	0	0	0	0	66
12 PM	0	47	20	0	11	0	0	1	0	0	0	0	0	2	81
13:00	0	49	18	1	16	0	0	3	0	1	0	0	1	3	92
14:00	0	40	19	4	9	0	0	3	0	0	0	0	0	0	75
15:00	0	54	25	3	19	0	0	5	0	0	0	0	0	3	109
16:00	0	57	28	3	17	0	0	2	0	0	0	0	0	0	107
17:00	0	66	22	0	12	0	0	0	0	0	0	0	0	2	102
18:00	0	43	19	1	7	0	0	1	0	0	0	0	0	0	71
19:00	0	33	13	0	8	0	0	0	0	0	0	0	0	0	54
20:00	0	26	13	0	6	0	0	1	0	0	0	0	0	0	46
21:00	0	9	3	0	4	0	0	1	0	0	0	0	0	0	17
22:00	0	10	5	0	3	0	0	0	1	0	0	0	0	0	19
23:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	626	267	20	162	2	0	28	1	2	1	0	1	11	1121
Percent	0.0%	55.8%	23.8%	1.8%	14.5%	0.2%	0.0%	2.5%	0.1%	0.2%	0.1%	0.0%	0.1%	1.0%	
AM Peak		09:00	09:00	09:00	09:00	09:00		10:00		09:00	09:00			08:00	
Vol.		46	18	5	16	1		3		1	1			1	
PM Peak		17:00	16:00	14:00	15:00			15:00	22:00	13:00			13:00	13:00	
Vol.		66	28	4	19			5	1	1			1	3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Eastbound															
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/22/21	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
07:00	0	6	4	0	3	0	0	0	0	0	0	0	0	0	13
08:00	0	17	11	0	7	0	0	1	0	0	0	0	0	0	36
09:00	0	27	9	0	5	0	0	1	0	0	0	0	0	0	42
10:00	0	32	13	0	6	0	0	1	0	0	0	0	0	0	52
11:00	0	31	27	0	17	0	0	3	0	0	0	0	0	0	78
12 PM	0	32	19	2	12	0	0	0	0	0	0	0	0	2	67
13:00	0	49	16	0	9	0	0	4	0	0	0	0	0	0	78
14:00	0	34	12	0	9	0	0	2	0	0	0	0	0	0	57
15:00	0	44	18	0	9	0	1	2	0	0	0	0	0	2	76
16:00	0	43	21	1	8	0	0	1	0	0	0	0	0	3	77
17:00	0	31	11	0	7	0	0	2	0	0	0	0	0	0	51
18:00	0	21	11	0	5	0	0	0	0	0	0	0	0	0	37
19:00	0	26	14	0	6	0	1	0	0	0	0	0	0	0	47
20:00	0	19	7	0	7	0	0	0	0	0	0	0	0	0	33
21:00	0	17	4	0	2	0	0	1	0	0	0	0	0	0	24
22:00	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	465	206	3	117	0	2	18	0	0	0	0	0	7	818
Percent	0.0%	56.8%	25.2%	0.4%	14.3%	0.0%	0.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak		10:00	11:00		11:00			11:00							
Vol.		32	27		17			3							
PM Peak		13:00	16:00	12:00	12:00		15:00	13:00						16:00	
Vol.		49	21	2	12		1	4						3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/23/21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
06:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
08:00	0	21	10	0	3	0	0	1	0	1	0	0	0	0	36
09:00	1	24	18	0	2	0	0	2	0	0	0	0	0	1	48
10:00	0	35	16	0	7	0	0	3	0	0	0	0	0	0	61
11:00	0	14	12	0	9	0	0	3	0	0	0	0	0	0	38
12 PM	0	28	17	2	6	0	0	1	0	0	0	0	0	1	55
13:00	3	27	18	1	8	0	0	3	0	0	0	0	0	0	60
14:00	0	32	12	0	9	0	0	2	0	1	0	0	0	0	56
15:00	0	36	11	0	13	0	0	1	0	0	0	0	0	2	63
16:00	0	25	11	0	11	0	0	0	0	0	0	0	0	0	47
17:00	0	22	18	0	6	0	0	0	0	0	0	0	0	0	46
18:00	0	27	9	0	3	0	0	1	0	0	0	0	0	0	40
19:00	0	14	10	0	5	0	0	0	0	0	0	0	0	1	30
20:00	0	17	8	0	2	0	0	0	0	0	0	0	0	0	27
21:00	0	9	3	0	3	0	0	0	0	0	0	0	0	0	15
22:00	0	8	1	0	3	0	0	1	0	0	0	0	0	0	13
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	360	179	3	94	0	0	18	0	2	0	0	0	5	665
Percent	0.6%	54.1%	26.9%	0.5%	14.1%	0.0%	0.0%	2.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.8%	
AM Peak	09:00	10:00	09:00		11:00			10:00		08:00				09:00	
Vol.	1	35	18		9			3		1				1	
PM Peak	13:00	15:00	13:00	12:00	15:00			13:00		14:00				15:00	
Vol.	3	36	18	2	13			3		1				2	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Eastbound															Total
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	
05/24/21	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	8	1	0	4	0	0	0	0	0	0	0	0	0	13
07:00	0	18	3	1	7	0	0	3	0	1	0	0	0	1	34
08:00	0	25	17	1	12	0	0	2	0	0	0	0	0	2	59
09:00	0	56	22	4	11	0	0	1	0	0	0	0	0	0	94
10:00	0	16	11	0	4	0	0	3	0	0	0	0	0	0	34
11:00	0	34	16	0	7	0	0	2	0	0	0	0	0	0	59
12 PM	0	29	12	1	15	0	1	0	0	0	0	0	0	2	60
13:00	0	41	15	2	7	0	1	1	0	0	0	0	0	3	70
14:00	0	50	18	4	10	0	0	2	0	0	0	0	0	0	84
15:00	0	35	19	3	11	0	1	1	0	0	0	0	0	1	71
16:00	0	50	35	5	18	0	0	1	0	0	0	0	1	2	112
17:00	0	53	22	0	24	0	0	1	0	0	0	0	0	1	101
18:00	0	40	9	0	7	0	0	1	0	0	0	0	0	0	57
19:00	0	21	9	0	3	0	0	2	0	0	0	0	0	0	35
20:00	0	22	7	0	4	0	0	0	0	0	0	0	0	0	33
21:00	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	4	6	1	0	0	0	0	0	0	0	0	0	0	11
Total	0	534	233	22	146	0	3	20	0	1	0	0	1	12	972
Percent	0.0%	54.9%	24.0%	2.3%	15.0%	0.0%	0.3%	2.1%	0.0%	0.1%	0.0%	0.0%	0.1%	1.2%	
AM Peak		09:00	09:00	09:00	08:00			07:00		07:00				08:00	
Vol.		56	22	4	12			3		1				2	
PM Peak		17:00	16:00	16:00	17:00		12:00	14:00					16:00	13:00	
Vol.		53	35	5	24		1	2				1	3		

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/25/21	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
06:00	0	12	3	0	3	0	0	0	0	0	0	0	0	0	18
07:00	0	24	5	0	3	0	1	2	0	0	0	0	0	1	36
08:00	0	22	15	1	13	0	1	2	0	0	0	0	0	1	55
09:00	0	49	19	5	13	0	0	2	0	0	0	0	0	0	88
10:00	0	22	16	1	6	0	1	0	0	0	0	0	0	0	46
11:00	0	28	12	0	9	0	1	0	0	0	0	0	0	4	54
12 PM	0	34	15	2	6	0	1	1	0	0	0	0	0	1	60
13:00	0	33	13	2	6	0	2	4	0	0	0	0	0	2	62
14:00	0	29	19	2	9	0	1	1	0	0	0	0	0	0	61
15:00	0	61	26	8	15	0	0	1	1	0	0	0	0	3	115
16:00	0	64	31	6	13	0	1	1	0	0	0	0	0	1	117
17:00	0	82	19	2	10	0	1	4	0	0	0	0	0	0	118
18:00	0	34	13	0	11	0	1	2	0	0	0	0	0	0	61
19:00	0	27	11	0	7	0	0	1	0	0	0	0	0	1	47
20:00	0	15	8	0	8	0	0	0	0	0	0	0	0	0	31
21:00	0	11	2	0	2	0	0	0	0	0	0	0	0	1	16
22:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
23:00	0	0	1	0	2	0	0	1	0	0	0	0	0	0	4
Total	0	562	233	29	139	0	11	22	1	0	0	0	0	15	1012
Percent	0.0%	55.5%	23.0%	2.9%	13.7%	0.0%	1.1%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak		09:00	09:00	09:00	08:00		07:00	07:00						11:00	
Vol.		49	19	5	13		1	2						4	
PM Peak		17:00	16:00	15:00	15:00		13:00	13:00	15:00					15:00	
Vol.		82	31	8	15		2	4	1					3	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Eastbound															
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/26/21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
06:00	0	13	2	0	6	0	0	0	0	1	0	0	0	3	25
07:00	0	31	5	1	6	2	0	1	0	0	0	1	0	1	48
08:00	0	36	16	1	13	2	0	0	0	1	0	1	0	2	72
09:00	0	51	13	4	7	2	0	2	0	0	0	0	0	1	80
10:00	0	36	18	0	10	2	0	0	0	0	0	0	0	1	67
11:00	0	41	14	0	6	2	0	1	1	0	0	0	0	1	66
12 PM	0	42	14	0	6	1	0	1	0	0	1	0	0	2	67
13:00	0	44	19	1	9	1	0	4	0	0	0	0	0	2	80
14:00	0	34	12	3	9	0	0	4	0	0	0	0	0	1	63
15:00	0	53	13	4	13	0	0	4	0	0	0	0	0	1	88
16:00	0	38	27	4	13	0	0	4	1	0	0	0	0	7	94
17:00	0	63	19	1	11	0	1	1	0	0	0	0	0	0	96
18:00	0	47	19	1	11	0	0	0	0	0	0	0	0	5	83
19:00	0	28	13	0	4	0	0	0	0	0	0	0	0	0	45
20:00	0	26	11	0	2	0	0	0	0	0	0	0	0	0	39
21:00	0	13	7	0	1	0	0	1	0	0	0	0	0	0	22
22:00	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
23:00	0	8	2	2	0	0	0	0	0	0	0	0	0	0	12
Total	0	625	225	22	130	12	1	24	2	2	1	2	0	27	1073
Percent	0.0%	58.2%	21.0%	2.1%	12.1%	1.1%	0.1%	2.2%	0.2%	0.2%	0.1%	0.2%	0.0%	2.5%	
AM Peak		09:00	10:00	09:00	08:00	07:00		09:00	11:00	06:00		07:00		06:00	
Vol.		51	18	4	13	2		2	1	1		1		3	
PM Peak		17:00	16:00	15:00	15:00	12:00	17:00	13:00	16:00		12:00			16:00	
Vol.		63	27	4	13	1	1	4	1		1			7	

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road










Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
05/27/21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	15	5	0	3	0	0	0	0	0	0	0	0	0	23
07:00	0	26	6	0	6	0	0	2	0	0	0	0	0	0	40
08:00	0	31	8	1	8	0	0	1	0	0	0	0	1	0	50
09:00	0	53	13	4	9	1	0	2	0	0	0	0	0	2	84
10:00	0	28	16	0	9	0	0	0	0	1	0	0	0	2	56
11:00	0	31	18	1	7	0	0	3	0	0	0	0	0	3	63
12 PM	0	40	17	0	17	0	0	1	0	0	0	0	0	2	77
13:00	0	36	26	1	7	2	0	1	0	0	0	0	0	0	73
14:00	0	40	19	3	11	1	0	1	0	0	0	0	0	0	75
15:00	0	52	22	5	14	0	0	1	0	0	0	0	0	0	94
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	366	151	15	92	4	0	12	0	1	0	0	1	9	651
Percent	0.0%	56.2%	23.2%	2.3%	14.1%	0.6%	0.0%	1.8%	0.0%	0.2%	0.0%	0.0%	0.2%	1.4%	
AM Peak		09:00	11:00	09:00	09:00	09:00		11:00		10:00			08:00	11:00	
Vol.		53	18	4	9	1		3		1			1	3	
PM Peak		15:00	13:00	15:00	12:00	13:00		12:00							12:00
Vol.		52	26	5	17	2		1							2
Grand Total	4	3791	1609	120	930	18	17	149	4	8	2	2	3	94	6751
Percent	0.1%	56.2%	23.8%	1.8%	13.8%	0.3%	0.3%	2.2%	0.1%	0.1%	0.0%	0.0%	0.0%	1.4%	

ATTACHMENT B

Lanes, Volumes, Timings

1: School Street & Elementary School Exit

05/24/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	76	0	8	0	0	36
Future Volume (vph)	76	0	8	0	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	1900	0	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	1900	0	0	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	720		310			409
Travel Time (s)	19.6		8.5			11.2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	76	0	8	0	0	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	8	0	0	36
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
1: School Street & Elementary School Exit

05/24/2021

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	76	0	8	0	0	36
Future Vol, veh/h	76	0	8	0	0	36
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	0	8	0	0	36

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	44	8	0	-	-	-
Stage 1	8	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	972	1080	-	0	0	-
Stage 1	1020	-	-	0	0	-
Stage 2	992	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	972	1080	-	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 972	-
HCM Lane V/C Ratio	- 0.078	-
HCM Control Delay (s)	- 9	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0.3	-

Lanes, Volumes, Timings
 2: School Street & Elementary School Entrance

05/24/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	40	52	4	112
Future Volume (vph)	0	0	40	52	4	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924					
Flt Protected	0.998					
Satd. Flow (prot)	1900	0	1626	0	0	1896
Flt Permitted	0.998					
Satd. Flow (perm)	1900	0	1626	0	0	1896
Link Speed (mph)	25		25			25
Link Distance (ft)	862		555			310
Travel Time (s)	23.5		15.1			8.5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	8%	8%	0%	0%
Adj. Flow (vph)	0	0	40	52	4	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	92	0	0	116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	12.5%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
2: School Street & Elementary School Entrance

05/24/2021

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	40	52	4	112
Future Vol, veh/h	0	0	40	52	4	112
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	0	0
Mvmt Flow	0	0	40	52	4	112

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	186	66	0	0	92
Stage 1	66	-	-	-	-
Stage 2	120	-	-	-	-
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	808	1003	-	-	1515
Stage 1	962	-	-	-	-
Stage 2	910	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	806	1003	-	-	1515
Mov Cap-2 Maneuver	806	-	-	-	-
Stage 1	962	-	-	-	-
Stage 2	907	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1515	-
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	0	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
 3: Vancouver Avenue & School Street

05/24/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	20	8	36	72	8
Future Volume (vph)	8	20	8	36	72	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.890		0.986	
Flt Protected		0.986			0.957	
Satd. Flow (prot)	0	1873	1691	0	1793	0
Flt Permitted		0.986			0.957	
Satd. Flow (perm)	0	1873	1691	0	1793	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		379	695		555	
Travel Time (s)		10.3	19.0		15.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	20	8	36	72	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	44	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.2%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
3: Vancouver Avenue & School Street

05/24/2021

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	8	20	8	36	72	8
Future Vol, veh/h	8	20	8	36	72	8
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	20	8	36	72	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	44	0	-	0	62 26
Stage 1	-	-	-	-	26 -
Stage 2	-	-	-	-	36 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1577	-	-	-	949 1056
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	992 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1577	-	-	-	944 1056
Mov Cap-2 Maneuver	-	-	-	-	944 -
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	992 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	954
HCM Lane V/C Ratio	0.005	-	-	-	0.084
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
4: Vancouver Avenue & Howard Street

05/24/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	16	32	0	28	0
Future Volume (vph)	0	16	32	0	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected					0.950	
Satd. Flow (prot)	0	1473	1900	0	1081	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1473	1900	0	1081	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		695	378		486	
Travel Time (s)		19.0	10.3		13.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	29%	29%	0%	0%	67%	67%
Adj. Flow (vph)	0	16	32	0	28	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	32	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Vancouver Avenue & Howard Street

05/24/2021

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	16	32	0	28	0
Future Vol, veh/h	0	16	32	0	28	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	100	100	100	100	100	100
Heavy Vehicles, %	29	29	0	0	67	67
Mvmt Flow	0	16	32	0	28	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	48 32
Stage 1	-	-	-	-	32 -
Stage 2	-	-	-	-	16 -
Critical Hdwy	-	-	-	-	7.07 6.87
Critical Hdwy Stg 1	-	-	-	-	6.07 -
Critical Hdwy Stg 2	-	-	-	-	6.07 -
Follow-up Hdwy	-	-	-	-	4.103 3.903
Pot Cap-1 Maneuver	0	-	-	0	821 883
Stage 1	0	-	-	0	847 -
Stage 2	0	-	-	0	862 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	821 883
Mov Cap-2 Maneuver	-	-	-	-	821 -
Stage 1	-	-	-	-	847 -
Stage 2	-	-	-	-	862 -

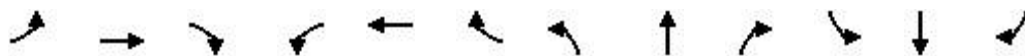
Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	821
HCM Lane V/C Ratio	-	-	0.034
HCM Control Delay (s)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Lanes, Volumes, Timings

5: Driveway/Howard Avenue & Vancouver Avenue

05/24/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	84	4	0	28	4	4	0	0	0	0	0
Future Volume (vph)	0	84	4	0	28	4	4	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994			0.983							
Fl _t Protected								0.950				
Satd. Flow (prot)	0	1889	0	0	1868	0	0	1805	0	0	1900	0
Fl _t Permitted								0.950				
Satd. Flow (perm)	0	1889	0	0	1868	0	0	1805	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		378			660			391			472	
Travel Time (s)		10.3			18.0			10.7			12.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	84	4	0	28	4	4	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	32	0	0	4	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	14.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	84	4	0	28	4	4	0	0	0	0	0
Future Vol, veh/h	0	84	4	0	28	4	4	0	0	0	0	0
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	84	4	0	28	4	4	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	88	0	0	116	118	86	116	118	30
Stage 1	-	-	-	-	-	-	86	86	-	30	30	-
Stage 2	-	-	-	-	-	-	30	32	-	86	88	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	3.3
Pot Cap-1 Maneuver	1593	-	-	1520	-	-	865	776	978	865	776	1050
Stage 1	-	-	-	-	-	-	927	827	-	992	874	-
Stage 2	-	-	-	-	-	-	992	872	-	927	826	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1593	-	-	1520	-	-	865	776	978	865	776	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	865	776	-	865	776	-
Stage 1	-	-	-	-	-	-	927	827	-	992	874	-
Stage 2	-	-	-	-	-	-	992	872	-	927	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	865	1593	-	-	1520	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	-
HCM Control Delay (s)	9.2	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Lanes, Volumes, Timings
 6: Loop Road & Kanaka Creek Road (South)/Driveway

05/24/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	36	0	0	0	32	0	0	0	36	8
Future Volume (vph)	4	0	36	0	0	0	32	0	0	0	36	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850										0.975
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1543	1380	0	0	1900	0	0	1583	0	0	1852	0
Flt Permitted	0.950							0.950				
Satd. Flow (perm)	1543	1380	0	0	1900	0	0	1583	0	0	1852	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		401			363			289			471	
Travel Time (s)		10.9			9.9			7.9			12.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	17%	17%	17%	0%	0%	0%	14%	14%	14%	0%	0%	0%
Adj. Flow (vph)	4	0	36	0	0	0	32	0	0	0	36	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	36	0	0	0	0	0	32	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.4%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
6: Loop Road & Kanaka Creek Road (South)/Driveway

05/24/2021

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	36	0	0	0	32	0	0	0	36	8
Future Vol, veh/h	4	0	36	0	0	0	32	0	0	0	36	8
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	17	17	17	0	0	0	14	14	14	0	0	0
Mvmt Flow	4	0	36	0	0	0	32	0	0	0	36	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	104	104	40	122	108	0	44	0	0	0	0	0
Stage 1	40	40	-	64	64	-	-	-	-	-	-	-
Stage 2	64	64	-	58	44	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.67	6.37	7.1	6.5	6.2	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.153	3.453	3.5	4	3.3	2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	842	759	990	858	786	-	1491	-	-	-	-	-
Stage 1	938	833	-	952	846	-	-	-	-	-	-	-
Stage 2	910	813	-	959	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	743	990	813	769	-	1491	-	-	-	-	-
Mov Cap-2 Maneuver	-	743	-	813	769	-	-	-	-	-	-	-
Stage 1	918	833	-	932	828	-	-	-	-	-	-	-
Stage 2	891	796	-	924	862	-	-	-	-	-	-	-










Approach	EB		WB		NB		SB	
HCM Control Delay, s			0		7.5		0	
HCM LOS	-		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1491	-	-	-	990	-	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	0.036	-	-	-	-
HCM Control Delay (s)	7.5	0	-	-	8.8	0	0	-	-
HCM Lane LOS	A	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	-	-	-	-

Lanes, Volumes, Timings

1: School Street & Elementary School Exit

05/24/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	64	0	0	32
Future Volume (vph)	0	0	64	0	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	1900	0	0	1900
Flt Permitted						
Satd. Flow (perm)	1900	0	1900	0	0	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	720		310			409
Travel Time (s)	19.6		8.5			11.2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	64	0	0	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	64	0	0	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	6.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC
1: School Street & Elementary School Exit

05/24/2021

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	64	0	0	32
Future Vol, veh/h	0	0	64	0	0	32
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	64	0	0	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	96	64	0	-	-	-
Stage 1	64	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	908	1006	-	0	0	-
Stage 1	964	-	-	0	0	-
Stage 2	996	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	908	1006	-	-	-	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
 2: School Street & Elementary School Entrance

05/24/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	64	0	0	32
Future Volume (vph)	0	0	64	0	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1900	0	1900	0	0	1900
Flt Permitted						
Satd. Flow (perm)	1900	0	1900	0	0	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	862		555			310
Travel Time (s)	23.5		15.1			8.5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	64	0	0	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	64	0	0	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	6.7%
	ICU Level of Service A
Analysis Period (min)	15

HCM 6th TWSC
 2: School Street & Elementary School Entrance

05/24/2021

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	64	0	0	32
Future Vol, veh/h	0	0	64	0	0	32
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	64	0	0	32

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	96	64	0	0	64
Stage 1	64	-	-	-	-
Stage 2	32	-	-	-	-
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	908	1006	-	-	1551
Stage 1	964	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	908	1006	-	-	1551
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	964	-	-	-	-
Stage 2	996	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1551	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings
 3: Vancouver Avenue & School Street

05/24/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (vph)	20	28	20	44	16	16
Future Volume (vph)	20	28	20	44	16	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.907		0.932	
Flt Protected		0.980			0.976	
Satd. Flow (prot)	0	1862	1581	0	1728	0
Flt Permitted		0.980			0.976	
Satd. Flow (perm)	0	1862	1581	0	1728	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		379	695		555	
Travel Time (s)		10.3	19.0		15.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	9%	9%	0%	0%
Adj. Flow (vph)	20	28	20	44	16	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	48	64	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.2%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
3: Vancouver Avenue & School Street

05/24/2021

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	20	28	20	44	16	16
Future Vol, veh/h	20	28	20	44	16	16
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	20	28	20	44	16	16
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	64	0	-	0	110	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1551	-	-	-	892	1034
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1551	-	-	-	880	1034
Mov Cap-2 Maneuver	-	-	-	-	880	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	960	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.1	0	8.9			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1551	-	-	-	-	951
HCM Lane V/C Ratio	0.013	-	-	-	-	0.034
HCM Control Delay (s)	7.4	0	-	-	-	8.9
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Lanes, Volumes, Timings
 4: Vancouver Avenue & Howard Street

05/24/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↔	
Traffic Volume (vph)	0	40	28	0	0	4
Future Volume (vph)	0	40	28	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected						
Satd. Flow (prot)	0	1900	1667	0	1644	0
Fl _t Permitted						
Satd. Flow (perm)	0	1900	1667	0	1644	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		695	378		486	
Travel Time (s)		19.0	10.3		13.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	14%	14%	0%	0%
Adj. Flow (vph)	0	40	28	0	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	40	28	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Vancouver Avenue & Howard Street

05/24/2021

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	40	28	0	0	4
Future Vol, veh/h	0	40	28	0	0	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	14	14	0	0
Mvmt Flow	0	40	28	0	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	68 28
Stage 1	-	-	-	-	28 -
Stage 2	-	-	-	-	40 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	0	942 1053
Stage 1	0	-	-	0	1000 -
Stage 2	0	-	-	0	988 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	942 1053
Mov Cap-2 Maneuver	-	-	-	-	942 -
Stage 1	-	-	-	-	1000 -
Stage 2	-	-	-	-	988 -

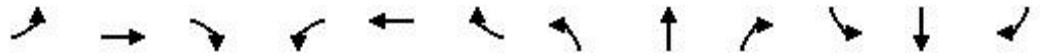
Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	1053
HCM Lane V/C Ratio	-	-	0.004
HCM Control Delay (s)	-	-	8.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Lanes, Volumes, Timings

5: Driveway/Howard Avenue & Vancouver Avenue

05/24/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	48	0	0	24	4	4	0	12	0	0	0
Future Volume (vph)	0	48	0	0	24	4	4	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.981			0.899				
Flt Protected								0.988				
Satd. Flow (prot)	0	1900	0	0	1864	0	0	1688	0	0	1900	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	1900	0	0	1864	0	0	1688	0	0	1900	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		378			660			391			472	
Travel Time (s)		10.3			18.0			10.7			12.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	48	0	0	24	4	4	0	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	28	0	0	16	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	48	0	0	24	4	4	0	12	0	0	0
Future Vol, veh/h	0	48	0	0	24	4	4	0	12	0	0	0
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	48	0	0	24	4	4	0	12	0	0	0



















Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	28	0	0	48	0	0	74	76	48	80	74	26
Stage 1	-	-	-	-	-	-	48	48	-	26	26	-
Stage 2	-	-	-	-	-	-	26	28	-	54	48	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	3.3
Pot Cap-1 Maneuver	1599	-	-	1572	-	-	921	818	1027	913	820	1056
Stage 1	-	-	-	-	-	-	971	859	-	997	878	-
Stage 2	-	-	-	-	-	-	997	876	-	963	859	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1599	-	-	1572	-	-	921	818	1027	902	820	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	921	818	-	902	820	-
Stage 1	-	-	-	-	-	-	971	859	-	997	878	-
Stage 2	-	-	-	-	-	-	997	876	-	952	859	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.7	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	998	1599	-	-	1572	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Lanes, Volumes, Timings
 6: Loop Road & Kanaka Creek Road (South)/Driveway

05/24/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	72	0	0	0	76	32	0	0	36	16
Future Volume (vph)	4	0	72	0	0	0	76	32	0	0	36	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850										0.958
Flt Protected	0.950							0.966				
Satd. Flow (prot)	1805	1615	0	0	1900	0	0	1835	0	0	1820	0
Flt Permitted	0.950							0.966				
Satd. Flow (perm)	1805	1615	0	0	1900	0	0	1835	0	0	1820	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		401			363			289			471	
Travel Time (s)		10.9			9.9			7.9			12.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	0	72	0	0	0	76	32	0	0	36	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	72	0	0	0	0	0	108	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	23.7%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 6th TWSC
6: Loop Road & Kanaka Creek Road (South)/Driveway

05/24/2021

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	4	0	72	0	0	0	76	32	0	0	36	16
Future Vol, veh/h	4	0	72	0	0	0	76	32	0	0	36	16
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	72	0	0	0	76	32	0	0	36	16










Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	228	228	44	264	236	32	52	0	0	32	0	0
Stage 1	44	44	-	184	184	-	-	-	-	-	-	-
Stage 2	184	184	-	80	52	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	731	675	1032	693	668	1048	1567	-	-	1593	-	-
Stage 1	975	862	-	822	751	-	-	-	-	-	-	-
Stage 2	822	751	-	934	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	704	642	1032	620	635	1048	1567	-	-	1593	-	-
Mov Cap-2 Maneuver	704	642	-	620	635	-	-	-	-	-	-	-
Stage 1	927	862	-	782	714	-	-	-	-	-	-	-
Stage 2	782	714	-	869	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	0	5.2	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1567	-	-	704	1032	-	1593	-	-
HCM Lane V/C Ratio	0.049	-	-	0.006	0.07	-	-	-	-
HCM Control Delay (s)	7.4	0	-	10.1	8.8	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.2	-	0	-	-

Lanes, Volumes, Timings
 1: School Street & Elementary School Exit

05/24/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	32	8	40	0	0	36
Future Volume (vph)	32	8	40	0	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973					
Flt Protected	0.962					
Satd. Flow (prot)	1778	0	1727	0	0	1900
Flt Permitted	0.962					
Satd. Flow (perm)	1778	0	1727	0	0	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	720		310			409
Travel Time (s)	19.6		8.5			11.2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	10%	10%	0%	0%
Adj. Flow (vph)	32	8	40	0	0	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	40	0	0	36
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
1: School Street & Elementary School Exit

05/24/2021

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	32	8	40	0	0	36
Future Vol, veh/h	32	8	40	0	0	36
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	10	10	0	0
Mvmt Flow	32	8	40	0	0	36

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	76	40	0	-	-	-
Stage 1	40	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	932	1037	-	0	0	-
Stage 1	988	-	-	0	0	-
Stage 2	992	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	932	1037	-	-	-	-
Mov Cap-2 Maneuver	932	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 951	-
HCM Lane V/C Ratio	- 0.042	-
HCM Control Delay (s)	- 9	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0.1	-

Lanes, Volumes, Timings
 2: School Street & Elementary School Entrance

05/24/2021



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	60	28	8	32
Future Volume (vph)	0	0	60	28	8	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957					
Flt Protected	0.990					
Satd. Flow (prot)	1900	0	1818	0	0	1881
Flt Permitted	0.990					
Satd. Flow (perm)	1900	0	1818	0	0	1881
Link Speed (mph)	25		25			25
Link Distance (ft)	862		555			310
Travel Time (s)	23.5		15.1			8.5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	60	28	8	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	88	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	11.9%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 2: School Street & Elementary School Entrance

05/24/2021

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	60	28	8	32
Future Vol, veh/h	0	0	60	28	8	32
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	60	28	8	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	122	74	0	0	88	0
Stage 1	74	-	-	-	-	-
Stage 2	48	-	-	-	-	-
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	878	993	-	-	1520	-
Stage 1	954	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	874	993	-	-	1520	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1520	-
HCM Lane V/C Ratio	-	-	0.005	-
HCM Control Delay (s)	-	-	0	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
 3: Vancouver Avenue & School Street

05/24/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	24	36	32	76	16
Future Volume (vph)	12	24	36	32	76	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.936		0.977	
Flt Protected		0.984			0.960	
Satd. Flow (prot)	0	1870	1778	0	1714	0
Flt Permitted		0.984			0.960	
Satd. Flow (perm)	0	1870	1778	0	1714	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		379	695		555	
Travel Time (s)		10.3	19.0		15.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	4%	4%
Adj. Flow (vph)	12	24	36	32	76	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	36	68	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.4%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
3: Vancouver Avenue & School Street

05/24/2021

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	12	24	36	32	76	16
Future Vol, veh/h	12	24	36	32	76	16
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	4	4
Mvmt Flow	12	24	36	32	76	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	68	0	-	0	100 52
Stage 1	-	-	-	-	52 -
Stage 2	-	-	-	-	48 -
Critical Hdwy	4.1	-	-	-	6.44 6.24
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.2	-	-	-	3.536 3.336
Pot Cap-1 Maneuver	1546	-	-	-	894 1010
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	969 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1546	-	-	-	887 1010
Mov Cap-2 Maneuver	-	-	-	-	887 -
Stage 1	-	-	-	-	957 -
Stage 2	-	-	-	-	969 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	906
HCM Lane V/C Ratio	0.008	-	-	-	0.102
HCM Control Delay (s)	7.3	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
4: Vancouver Avenue & Howard Street

05/24/2021



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↘
Traffic Volume (vph)	0	32	32	0	12	12
Future Volume (vph)	0	32	32	0	12	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.932	
Fl _t Protected					0.976	
Satd. Flow (prot)	0	1900	1900	0	1477	0
Fl _t Permitted					0.976	
Satd. Flow (perm)	0	1900	1900	0	1477	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		695	378		486	
Travel Time (s)		19.0	10.3		13.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	17%	17%
Adj. Flow (vph)	0	32	32	0	12	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	32	32	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Vancouver Avenue & Howard Street

05/24/2021

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	32	32	0	12	12
Future Vol, veh/h	0	32	32	0	12	12
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	17	17
Mvmt Flow	0	32	32	0	12	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	64 32
Stage 1	-	-	-	-	32 -
Stage 2	-	-	-	-	32 -
Critical Hdwy	-	-	-	-	6.57 6.37
Critical Hdwy Stg 1	-	-	-	-	5.57 -
Critical Hdwy Stg 2	-	-	-	-	5.57 -
Follow-up Hdwy	-	-	-	-	3.653 3.453
Pot Cap-1 Maneuver	0	-	-	0	906 1000
Stage 1	0	-	-	0	953 -
Stage 2	0	-	-	0	953 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	906 1000
Mov Cap-2 Maneuver	-	-	-	-	906 -
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	953 -

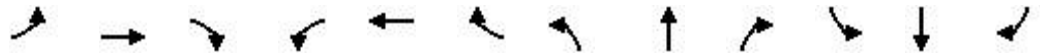
Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	951
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s)	-	-	8.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Lanes, Volumes, Timings

5: Driveway/Howard Avenue & Vancouver Avenue

05/24/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	68	0	0	36	4	0	0	4	4	0	0
Future Volume (vph)	0	68	0	0	36	4	0	0	4	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986			0.865				
Flt Protected											0.950	
Satd. Flow (prot)	0	1900	0	0	1171	0	0	1644	0	0	1805	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	1900	0	0	1171	0	0	1644	0	0	1805	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		378			330			391			472	
Travel Time (s)		10.3			9.0			10.7			12.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	60%	60%	60%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	68	0	0	36	4	0	0	4	4	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	40	0	0	4	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	68	0	0	36	4	0	0	4	4	0	0
Future Vol, veh/h	0	68	0	0	36	4	0	0	4	4	0	0
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	60	60	60	0	0	0	0	0	0
Mvmt Flow	0	68	0	0	36	4	0	0	4	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	68	0	0	106	108	68	108	106	38
Stage 1	-	-	-	-	-	-	68	68	-	38	38	-
Stage 2	-	-	-	-	-	-	38	40	-	70	68	-
Critical Hdwy	4.1	-	-	4.7	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	-	-	2.74	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1583	-	-	1234	-	-	878	786	1001	876	788	1040
Stage 1	-	-	-	-	-	-	947	842	-	982	867	-
Stage 2	-	-	-	-	-	-	982	866	-	945	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1234	-	-	878	786	1001	872	788	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	786	-	872	788	-
Stage 1	-	-	-	-	-	-	947	842	-	982	867	-
Stage 2	-	-	-	-	-	-	982	866	-	941	842	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.6	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1001	1583	-	-	1234	-	-	872
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	0.005
HCM Control Delay (s)	8.6	0	-	-	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

ATTACHMENT C

OFFICER REPORTED CRASHES THAT OCCURRED at OR in the vicinity of THE FOLLOWING INTERSECTIONS IN THE CITY OF STEVENSON

- School St @ Elementary School Entrance - No Reported Crashes
- School St @ Elementary School Exit - No Reported Crashes
- School St @ Vancouver Ave
- Homeward St @ Vancouver Ave - No Reported Crashes
- Homeward Ave @ Vancouver - No Reported Crashes
- Loop Rd @ Kanaka Creek Rd - No Reported Crashes

01/01/2016 - Avail 2021

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, 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.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MILEPOST	COMP DIR FROM REF POINT	REFERENCE POINT NAME	A / B	SR ONLY HISTORY/SUSPENSE	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJURED	# FATAL	# PROPERTY DAMAGE	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	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 1 (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
City Street	Skamania	Stevenson	VANCOUVER AVE	300		108		F	W		No	E984612	11/09/2019	20:00	Possible Injury	1	0	2	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Backing	West	East	Vehicle Backing	Vehicle Backing	Unknown Distraction	None	Lane of Primary Trafficway	1286253.44	134730.9
City Street	Skamania	Stevenson	VANCOUVER AVE	300		50		F	W		No	EA05325	01/17/2020	09:02	No Apparent Injury	0	0	2	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Not at Intersection and Not Related	Overcast	Snow/Slush	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Northeast	Southwest			Exceeding Reas. Safe Speed	None	Outside Shoulder of Primary Trafficway	1286311.75	134731.85

ATTACHMENT D

Hann Lee

From: Terry Smith <tesmith729@gmail.com> on behalf of Terry Smith
Sent: Tuesday, June 8, 2021 12:08 PM
To: hlee@hleeassociates.com
Subject: Stevenson, WA Del Ray Avenue TIP

Mr. Lee,

My Parents, Esson and Virginia Smith purchased property south of Del Ray Avenue in the 1940's. At the time, no one even thought that Del Ray would ever be developed as did our neighbors.

My wife and I now own two pieces of property south of Del Ray and do not want Del Ray as a public through street. We have prospective buyers for both pieces of property but both have expressed opinions the same as ours. One buyer has told us that if Del Ray becomes a through street, he would no longer be interested in the property. Therefore, we wish that Del Ray Avenue be removed from the city's Transportation Improvement Plan (TIP).

Terry and Kay Smith
Goldendale, WA.,

Hann Lee

From: Michael McHugh <4mike@gorge.net> on behalf of Michael McHugh
Sent: Tuesday, June 8, 2021 10:10 PM
To: hlee@hleeassociates.com
Cc: Pat n Karen Rice
Subject: Del Ray Ave, Stevenson, WA

My name is Mike McHugh and along with my wife, Linda Hunter, own and live at 160 NW Homeward Avenue which is bordered by Del Ray Ave. on our north property line. We take this opportunity to add our support to the removal of Del Ray from the Stevenson city Transportation Improvement Plan. We have lived here since 1990 on this property and believe the current use of Del Ray, which has not changed during our residence here, is the proper and logical plan for public use, not being turned into a public through street with motorized vehicle traffic.

Mike McHugh and Linda Hunter

Sent from my iPad

Hann Lee

From: Curtis Esch <csesch@embarqmail.com> on behalf of Curtis Esch
Sent: Wednesday, June 9, 2021 8:42 AM
To: hlee@hleeassociates.com
Subject: Del Ray, Stevenson, WA -- TIP

Mr. Lee:

We own 90 Del Ray, Stevenson, WA.

We would like to have Del Ray removed from Stevenson's TIP program. Repeatedly, both verbally and in writing, Stevenson representatives have voiced their intent to never improve Del Ray. However, once the Del Ray property owners indicated that they would like the City to vacate Del Ray, the City suddenly proposed going forward to a major improvement exceeding several hundred thousands of dollars. We not want Del Ray to ever become a public through street. In addition we continue to want Del Ray vacated.

For some reason this appears to have become personal with some of the Stevenson City Council. We attended a Stevenson City Council meeting during which the current Mayor stated that he did not want to vacate Del Ray because he had plans for Del Ray.

A Road Development Agreement dated 4/19/2001 stated: "Whereas, City has a deeded right-of-way known as Del Ray Avenue. The road was deeded to the City in 1921 but has never been improved. The City has no plans to improve the road."

Orie and Delores Garrett (parents of Sherry Esch) purchased 90 Del Ray 6/17/20. During that time period Del Ray was in a sad state of disrepair. When the Garretts approached the City in regard to the serious need of gravel along with winter snow removal, they were told that the City had no intention of maintaining Del Ray and that if they wanted anything done to it that they (the Garretts) would have to maintain it themselves. So the Garretts purchased gravel and snow removal; in an effort to maintain Del Ray.

So, over a period of decades Stevenson City has repeatedly stated and shown in action that they had no desire to improve and/or maintain Del Ray.

Sincerely,

Curt & Sherry Esch

Hann Lee

From: Pat Rice <easylivingpat@gmail.com> on behalf of Pat Rice
Sent: Tuesday, June 15, 2021 6:28 AM
To: Hann Lee
Subject: Taking Del Ray right of way off of city's TIP

Mr. Lee,

My wife, Karen Rutledge, and I live at 189 NW Del Ray Avenue. We support taking the Del Ray right of way off of the City of Stevenson's Transportation Improvement Plan. Thank you for your efforts to help have this happen.

Pat Rice



City of Stevenson

Leana Kinley, City Administrator

Phone (509)427-5970
FAX (509) 427-8202

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

To: Stevenson City Council
From: Karl Russell, Public Works Director and Leana Kinley, City Administrator
RE: Sewer Plant Update
Meeting Date: June 17th, 2021

Executive Summary:

This is an overview of items staff has been working on over the past month in line with the direction council gave to staff.

Overview of Items:

Plant Operations: The plant continues to see marked improvement with the side streaming efforts of Backwoods Brewing, Walking Man and LDB, Inc. The City of Hood River has increased their receiving of biosolids from .12 cents per dry pound to .34 cents. I am currently working on receiving quotes from other sources for competitive pricing.

The average monthly Influent BOD load has been:

2018

- January 675 lbs/day – No Effluent Violations
- February 1,793 lbs/day – No Effluent Violations
- March 1,099 lbs/day – BOD and TSS Effluent Violations
- April 991 lbs/day – BOD and TSS Effluent Violations
- May 1,265 lbs/day – BOD and TSS Effluent Violations
- June 1,124 lbs/day – No Effluent Violations
- July 920 lbs/day – Low pH Violation (one day)
- August 1,113 lbs/day – No Effluent Violations
- September 1,439 lbs/day – Low pH Violation (one day)
- October 1,072 lbs/day – No Effluent Violations
- November 1,032 lbs/day – No Effluent Violations
- December 807 lbs/day – No Effluent Violations

2019

- January 776 lbs/day – Solids washout from clarifiers on 29th and 30th, TSS and BOD Effluent Violations
- February 749 lbs/day – Solids washout from clarifiers on the 18th.
- March 803 lbs/day – Solids washout from clarifiers on March 13th, TSS Effluent Violation
- April 589 lbs/day – Solids washout from clarifiers on April 1st
- May 1,067 lbs/day – No Effluent Violations
- June 897 lbs/day – No Effluent Violations
- July 785 lbs/day – No Effluent Violations
- August 833 lbs/day – No Effluent Violations
- September 720 lbs/day – No Effluent Violations

- October 810 lbs/day – No Effluent Violations
- November 620 lbs/day – No Effluent Violations
- December 588 lbs/day- No Effluent Violations

2020

- January 417 lbs/day- No Effluent Violations
- February 270 lbs/day- No Influent/Effluent Violations, Inf Flow Total 7.532 Mil/Gal.
- March 324 Lbs/day No Influent/Effluent Violations, Inf Flow Total 4.223 Mil/Gal.
- April 389 lbs/day No Influent/Effluent Violations, Inf Flow Total 3.852 Mil/Gal.
- May 295 lbs/day No Influent/Effluent Violations, Inf Flow Total 3.315 Mil/Gal.
- June 502 lbs/day No Influent/Effluent Violations, Inf Flow Total 4.788 Mil/Gal.
- July 427 lbs/day No Influent/Effluent Violations, Inf Flow Total 4.048 Mil/Gal.
- August 458 lbs/day No Influent/Effluent Violations, Inf Flow Total 3.941 Mil/Gal.
- September 427 lbs/day No Influent/Effluent Violations, Inf Flow Total 3.786 Mil/Gal.
- October 353 lbs/day No Influent/Effluent Violations, Inf Flow Total 4.786 Mil/Gal.
- November 417 lbs/day No Influent/Effluent Violations, Inf Flow Total 8.018 Mil/Gal.
- December 363 lbs/day No Influent/Effluent Violations, Inf Flow Total 9.252 Mil/Gal.

2021

- January 834 lbs/day Influent Violation, no effluent violations, Inf Flow Total 8.988 Mil/Gal.
- February 459 lbs/day No Influent/Effluent Violations, Inf Flow Total 8.618 Mil/Gal.
- March 415 lbs/day No Influent/Effluent Violations Inf Flow Total 4.68 Mil/Gal.
- April 444 lbs/day No Influent/Effluent Violations Inf Flow Total 3.977 Mil/Gal.
- May 533 lbs/day No Influent/Effluent Violations Inf Flow Total 5.139 Mil/Gal.

The current permit limit for Influent is 612 lbs/day and the current upgrades in the adopted General Sewer Plan call for a design max monthly BOD loading of 1,611 lbs/day.

WWTP Design:

Final design of the WWTP has been completed. Bids for WWTP equipment are scheduled to go out in August 2021 and the project bid is scheduled for December 2021. Crestline Construction is the apparent low bidder for the Rock Creek Lift Station and Storm Outfall Project. Project approval is on the agenda for this council meeting.

Funding:

Staff submitted an application for \$9.9M in construction funding through the Department of Ecology for the wastewater treatment plant and extension of the sewer line. The initial offer is for a \$931,946 grant, \$9,004,054 loan at 1.5% interest for 30 years (approx. \$375k annual payment). Staff requests input on what council priorities are with a financing package. Attached are examples of the different financing options for council discussion.

Compliance:

The draft amendment to the Administrative Order is still in process. When it is finalized, it will require additional testing.

Action Needed:

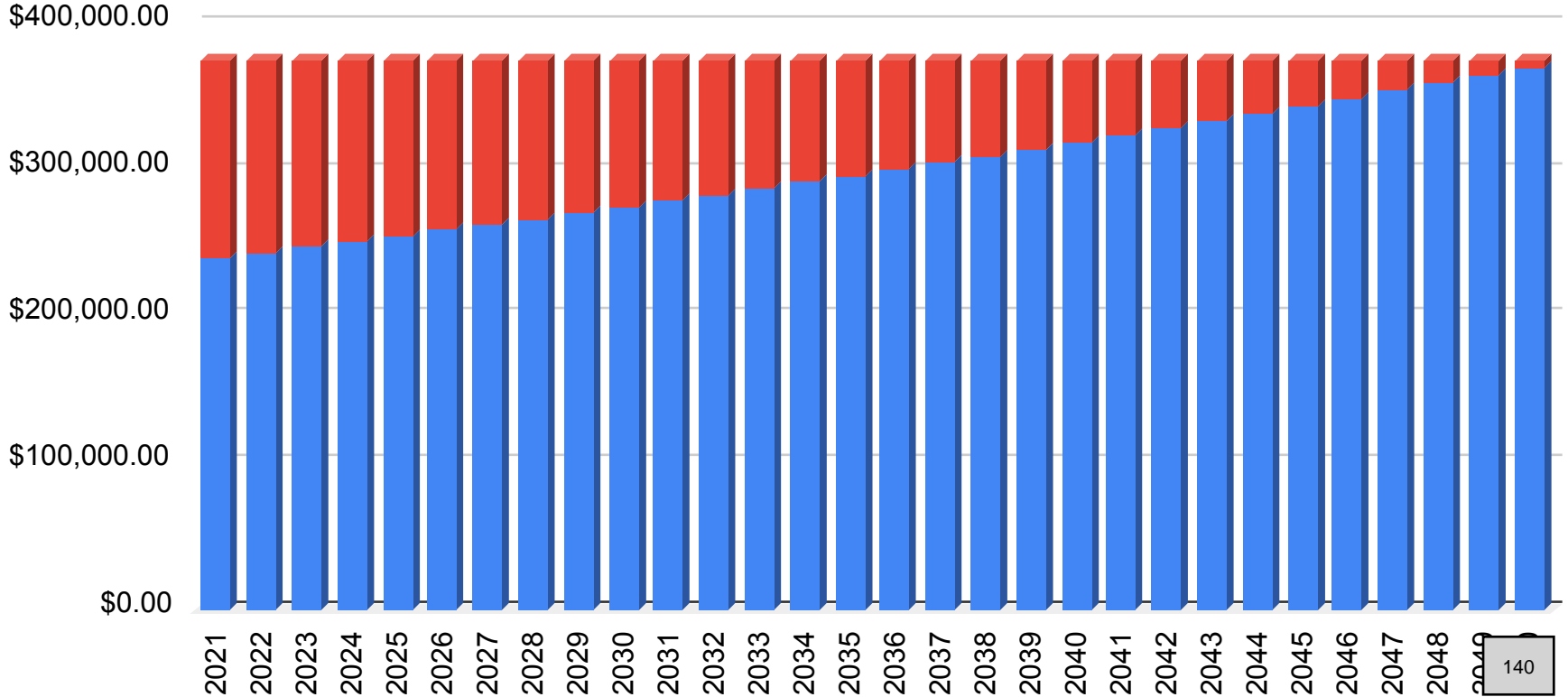
Determine way forward on financing methods.

DOE at 1.5% over 30 Years

Annual Payment = \$373,818.70

Total Interest = \$2,210,507.08

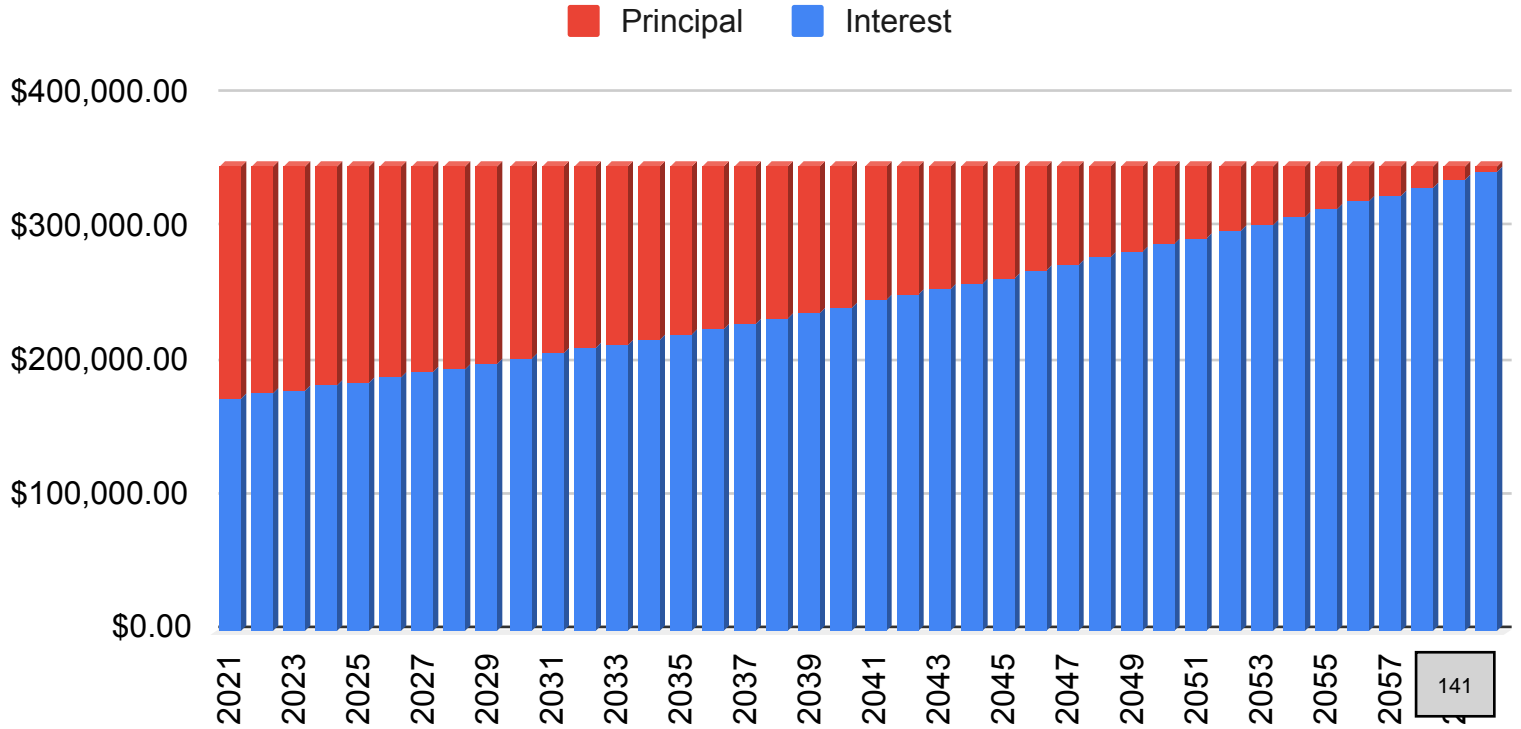
Principal Interest



USDA \$10 Million at 1.75% over 40 Years

Annual Payment = \$348,674.75

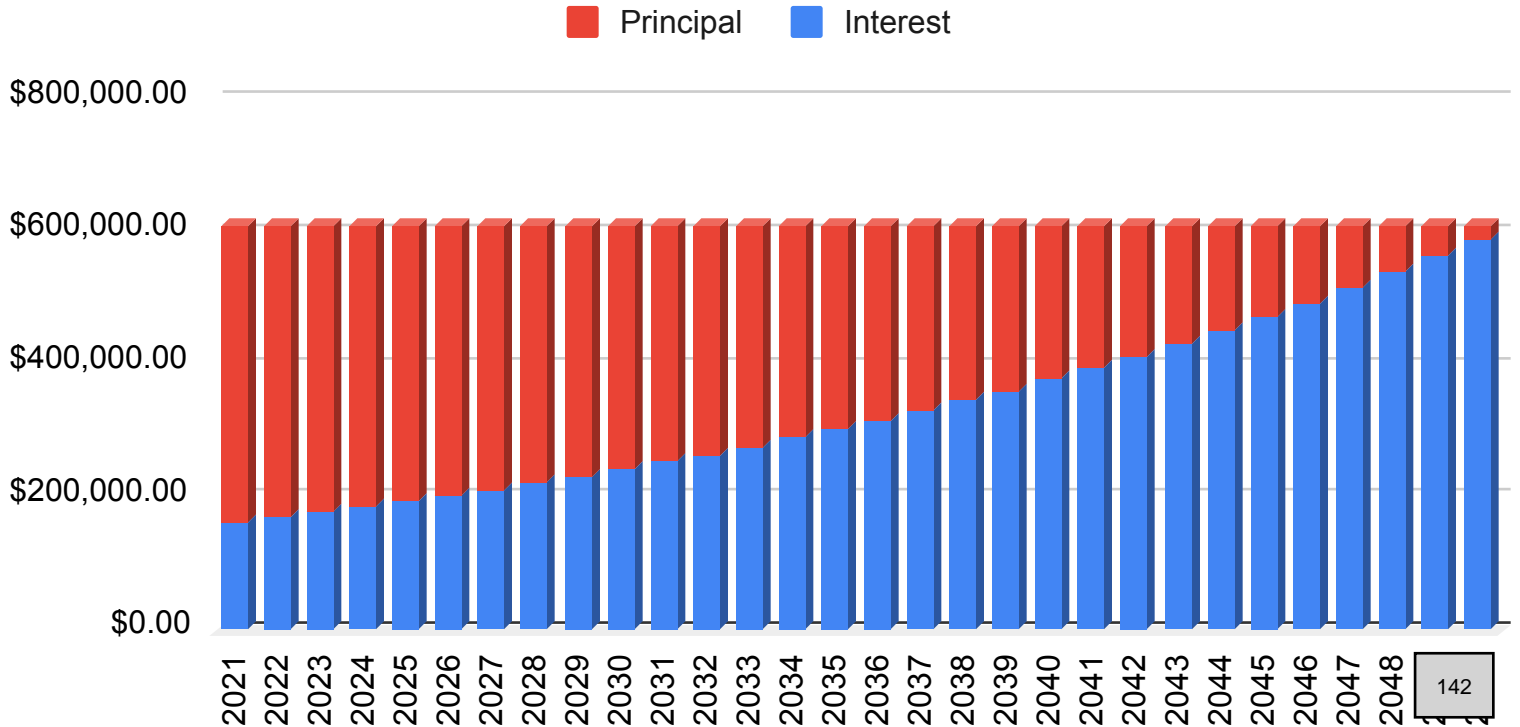
Total Interest = \$3,880,490.42



Holman Capital \$10 Mil @ 4.5% over 30 Years

Annual Payment = \$610,706.55

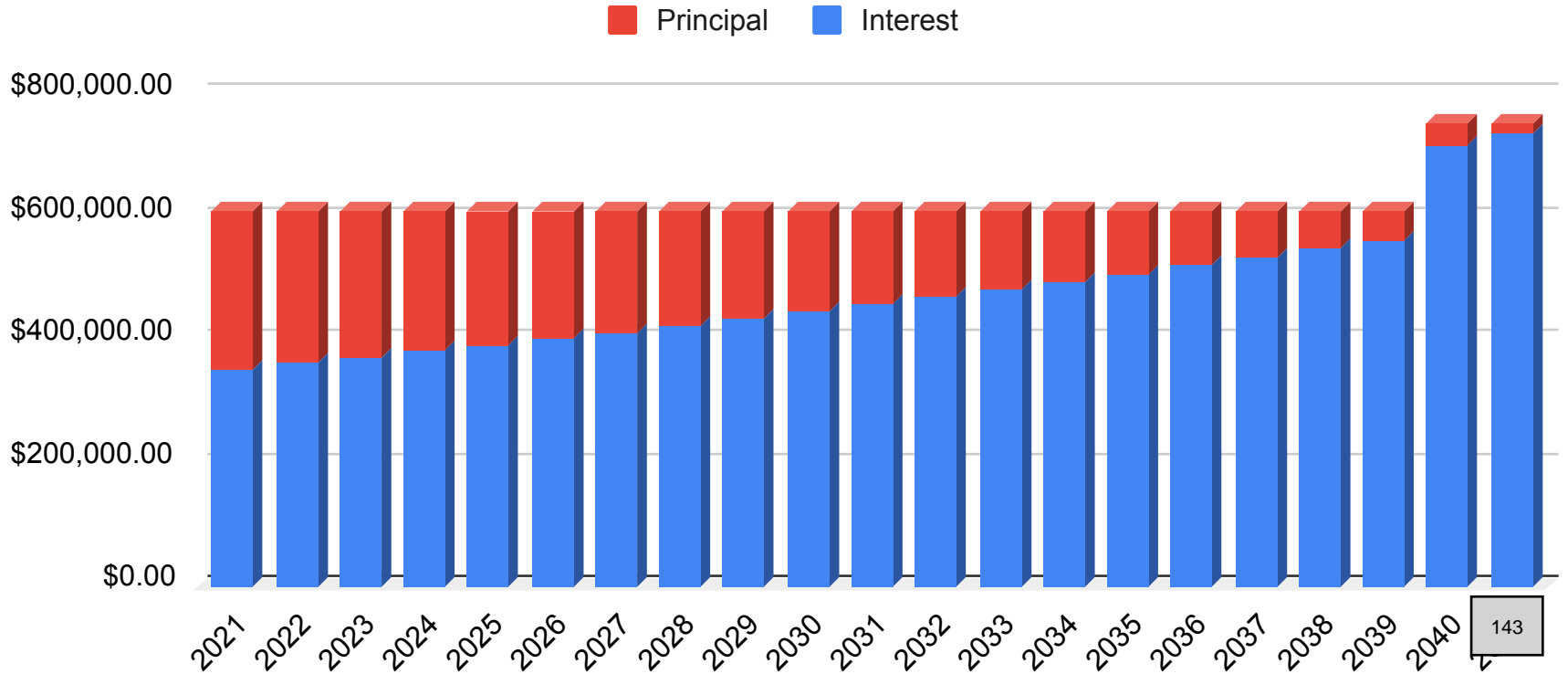
Total Interest = \$8,321,196.49



Holman Capital \$10 Mil @ 2.6% for 10 on 4.5%/30 Amortization Sch.

Annual Payment = \$610,706.55

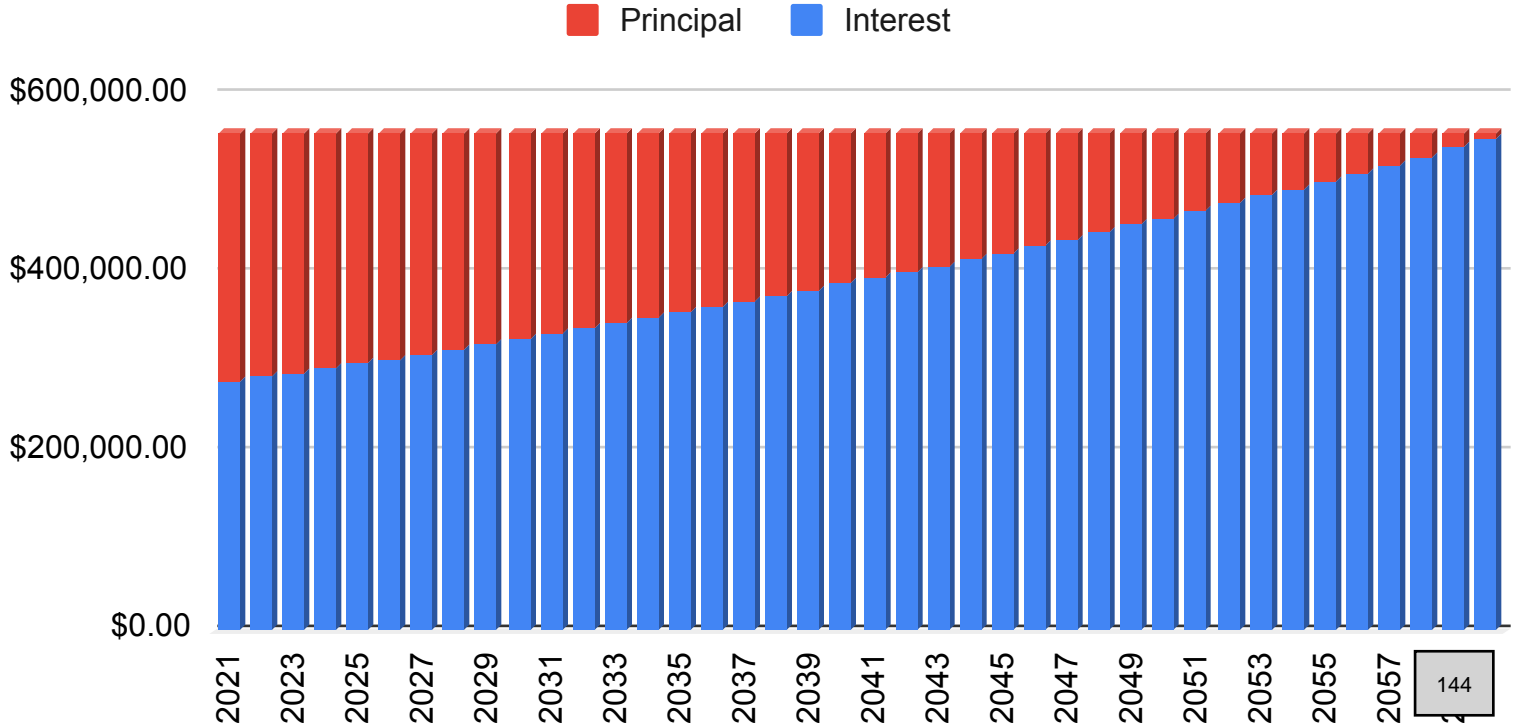
Total Interest = \$3,103,829.48



USDA \$16 Million at 1.75% over 40 Years

Annual Payment = \$557,879.60

Total Interest = \$6,208,784.68



Client City of Stevenson
 Project 2021 Collection System Improvements
 Bid Tabulation Erin Kingsley
 Date: Tuesday, June 1, 2021

Apparent Low

Other Bidders

Schedule A: Sewer Collection System Improvements			
Item	Description	Units	Quantity
1	Mobilization	LS	1
2	Erosion Control and Water Pollution Control	LS	1
3	Project Temporary Traffic Control Complete	LS	1
4	Construction Surveying and Staking	LS	1
5	Project Funding Signs, Complete	LS	1
6	Trench Protection System	LS	1
7	Abandon Existing Sewer System, Complete	LS	1
8	Temporary Pavement Restoration (2-In Depth HMA)	SY	451
9	Permanent Pavement Restoration (4-In Depth HMA)	SY	649
10	2-Inch Grind and Inlay	SY	3501
11	Cement Conc. Traffic Curb	LF	286
12	Cement Conc. Sidewalk and Curb Ramps	SY	151
13	Pavement Markings, Complete	LS	1
14	Landscape Restoration, Complete	LS	1
15	Boulder and Rock Excavation	CY	8
16	Manholes 60 In. Diam.	EA	6
17	DI Sanitary Sewer Force Main, 12-In. Dia.	LF	191
18	DI Small Fitting, 12-In. Dia.	LF	8
19	PVC Sanitary Sewer Pipe, 18-In. Dia.	LF	690
20	Sanitary Sewer Lateral, Far Side	EA	2
21	Sanitary Sewer Lateral, Near Side	EA	2
22	Sewer Bypassing, Complete	LS	1
23	Connection to Existing Force Main	LS	1
24	Connection to Existing Gravity Sewer	LS	1
25	Exploratory Excavation	EA	8
26	Rock Creek Bridge Crossing	LS	1
27	Combination Air Release Valve Station	LS	1
28	Rock Creek Pump Station	LS	1
TOTAL (ITEMS TO)			

Sales Tax
 Total of Schedule A

Engineers Estimate	
Unit Price	Extended
\$ 117,000.00	\$ 117,000.00
\$ 9,500.00	\$ 9,500.00
\$ 25,000.00	\$ 25,000.00
\$ 10,000.00	\$ 10,000.00
\$ 3,000.00	\$ 3,000.00
\$ 6,500.00	\$ 6,500.00
\$ 16,000.00	\$ 16,000.00
\$ 25.00	\$ 11,275.00
\$ 100.00	\$ 64,900.00
\$ 35.00	\$ 122,535.00
\$ 50.00	\$ 14,300.00
\$ 100.00	\$ 15,100.00
\$ 3,186.00	\$ 3,186.00
\$ 1,793.00	\$ 1,793.00
\$ 150.00	\$ 1,200.00
\$ 7,500.00	\$ 45,000.00
\$ 150.00	\$ 28,650.00
\$ 800.00	\$ 6,400.00
\$ 200.00	\$ 138,000.00
\$ 3,920.00	\$ 7,840.00
\$ 3,570.00	\$ 7,140.00
\$ 55,000.00	\$ 55,000.00
\$ 6,000.00	\$ 6,000.00
\$ 750.00	\$ 750.00
\$ 500.00	\$ 4,000.00
\$ 120,000.00	\$ 120,000.00
\$ 8,000.00	\$ 8,000.00
\$ 569,276.00	\$ 569,276.00
	\$ 1,417,345.00

\$ 109,135.57
 \$ 1,526,480.57

Crestline	
Unit Price	Extended
\$ 120,000.00	\$ 120,000.00
\$ 6,500.00	\$ 6,500.00
\$ 68,000.00	\$ 68,000.00
\$ 5,500.00	\$ 5,500.00
\$ 2,700.00	\$ 2,700.00
\$ 5,800.00	\$ 5,800.00
\$ 20,000.00	\$ 20,000.00
\$ 60.00	\$ 27,060.00
\$ 80.00	\$ 51,920.00
\$ 22.00	\$ 77,022.00
\$ 86.00	\$ 24,596.00
\$ 227.00	\$ 34,277.00
\$ 8,250.00	\$ 8,250.00
\$ 13,000.00	\$ 13,000.00
\$ 100.00	\$ 800.00
\$ 10,800.00	\$ 64,800.00
\$ 160.00	\$ 30,560.00
\$ 1,800.00	\$ 14,400.00
\$ 140.00	\$ 96,600.00
\$ 6,500.00	\$ 13,000.00
\$ 4,100.00	\$ 8,200.00
\$ 60,000.00	\$ 60,000.00
\$ 20,500.00	\$ 20,500.00
\$ 2,700.00	\$ 2,700.00
\$ 350.00	\$ 2,800.00
\$ 245,000.00	\$ 245,000.00
\$ 14,500.00	\$ 14,500.00
\$ 644,000.00	\$ 644,000.00
18.7%	\$ 1,682,485.00

\$129,551.35
 \$1,812,036.35

Strider	
Unit Price	Extended
\$ 175,000.00	\$ 175,000.00
\$ 7,000.00	\$ 7,000.00
\$ 35,000.00	\$ 35,000.00
\$ 9,000.00	\$ 9,000.00
\$ 2,500.00	\$ 2,500.00
\$ 70,000.00	\$ 70,000.00
\$ 50,000.00	\$ 50,000.00
\$ 25.00	\$ 11,275.00
\$ 53.00	\$ 34,397.00
\$ 18.50	\$ 64,768.50
\$ 35.00	\$ 10,010.00
\$ 90.00	\$ 13,590.00
\$ 2,700.00	\$ 2,700.00
\$ 5,000.00	\$ 5,000.00
\$ 1,000.00	\$ 8,000.00
\$ 10,000.00	\$ 60,000.00
\$ 125.00	\$ 23,875.00
\$ 2,000.00	\$ 16,000.00
\$ 140.00	\$ 96,600.00
\$ 12,000.00	\$ 24,000.00
\$ 7,000.00	\$ 14,000.00
\$ 25,000.00	\$ 25,000.00
\$ 25,000.00	\$ 25,000.00
\$ 5,000.00	\$ 5,000.00
\$ 800.00	\$ 6,400.00
\$ 220,000.00	\$ 220,000.00
\$ 15,000.00	\$ 15,000.00
\$ 750,000.00	\$ 750,000.00
25.5%	\$ 1,779,115.50

\$136,991.89
 \$1,916,107.39

Total of Schedule A+B

\$ 1,628,386.31

\$1,939,897.79

\$2,017,345.39

Schedule B: Stormwater Outfall Imp			
Item	Description	Units	Quantity
1	Mobilization (9%)	LS	1
2	Erosion Control and Water Pollution Control	LS	1
3	Project Temporary Traffic Control Complete	LS	1
4	Construction Surveying and Staking	LS	1
5	Trench Protection System	LS	1
6	Abandon Existing Storm Sewer, Complete	LS	1
7	Temporary Pavement Restoration (2-In Depth HMA)	SY	16
8	Permanent Pavement Restoration (4-In Depth HMA)	SY	24
9	Cement Conc. Sidewalk	SY	34
10	Gravel Trench Restoration	CY	4
11	Landscape Restoration, Complete	LS	1
12	Boulder and Rock Excavation	CY	2
13	Sedimentation Manhole 60 In. Diam.	EA	1
14	SDR 35 PVC Stormwater Pipe, 15-In. Dia.	LF	175
15	Class IV RCP Stormwater Pipe, 15-In. Dia	LF	8
16	Outfall Rock Armoring	SY	32
17	Exploratory Excavation	EA	1
TOTAL (ITEMS TO)			

Sales Tax
 Total of Schedule B

Engineers Estimate	
Unit Price	Extended
\$ 8,000.00	\$ 8,000.00
\$ 5,500.00	\$ 5,500.00
\$ 4,000.00	\$ 4,000.00
\$ 1,200.00	\$ 1,200.00
\$ 1,500.00	\$ 1,500.00
\$ 3,000.00	\$ 3,000.00
\$ 25.00	\$ 400.00
\$ 100.00	\$ 2,400.00
\$ 100.00	\$ 3,400.00
\$ 70.00	\$ 280.00
\$ 2,390.00	\$ 2,390.00
\$ 150.00	\$ 300.00
\$ 8,700.00	\$ 8,700.00
\$ 150.00	\$ 26,250.00
\$ 250.00	\$ 2,000.00
\$ 775.00	\$ 24,800.00
\$ 500.00	\$ 500.00
	\$ 94,620.00

\$ 7,285.74
 \$ 101,905.74

Crestline	
Unit Price	Extended
\$ 26,000.00	\$ 26,000.00
\$ 3,000.00	\$ 3,000.00
\$ 7,500.00	\$ 7,500.00
\$ 5,500.00	\$ 5,500.00
\$ 300.00	\$ 300.00
\$ 17,000.00	\$ 17,000.00
\$ 60.00	\$ 960.00
\$ 80.00	\$ 1,920.00
\$ 227.00	\$ 7,718.00
\$ 47.00	\$ 188.00
\$ 10,000.00	\$ 10,000.00
\$ 100.00	\$ 200.00
\$ 14,400.00	\$ 14,400.00
\$ 100.00	\$ 17,500.00
\$ 185.00	\$ 1,480.00
\$ 147.00	\$ 4,704.00
\$ 350.00	\$ 350.00
-91.6%	\$ 118,720.00

\$9,141.44
 \$127,861.44

Strider	
Unit Price	Extended
\$ 12,000.00	\$ 12,000.00
\$ 1,000.00	\$ 1,000.00
\$ 4,000.00	\$ 4,000.00
\$ 3,000.00	\$ 3,000.00
\$ 850.00	\$ 850.00
\$ 12,000.00	\$ 12,000.00
\$ 225.00	\$ 3,600.00
\$ 250.00	\$ 6,000.00
\$ 120.00	\$ 4,080.00
\$ 80.00	\$ 320.00
\$ 2,500.00	\$ 2,500.00
\$ 1,000.00	\$ 2,000.00
\$ 12,000.00	\$ 12,000.00
\$ 150.00	\$ 26,250.00
\$ 150.00	\$ 1,200.00
\$ 75.00	\$ 2,400.00
\$ 800.00	\$ 800.00
-93.4%	\$ 94,000.00

\$7,238.00
 \$101,238.00

INTERAGENCY DATA SHARING AGREEMENT

Between

City of Stevenson

And the Office of the Washington State Auditor

This Interagency Data Sharing Agreement (DSA) is entered into by and between City of Stevenson hereinafter referred to as "Agency", and the Office of the Washington State Auditor, hereinafter referred to as "SAO", pursuant to the authority granted by Chapter 39.34 RCW and 43.09 RCW.

AGENCY PROVIDING DATA: Agency

Agency Name: City of Stevenson
 Contact Name: Leana Kinley
 Title: City Administrator
 Address: 7121 E. Loop Rd, PO Box 371, Stevenson, WA 98648
 Phone: 509-427-5970
 E-mail: leana@ci.stevenson.wa.us

AGENCY RECEIVING DATA: SAO

Agency Name: Office of the Washington State Auditor
 Contact Name: Lindsay Osborne
 Title: Audit Manager
 Address: 9611 N.E. 117th Avenue, Suite 2890
Vancouver WA 98662
 Phone: (360) 260-6409
 E-mail: Lindsay.Osborne@sao.wa.gov

1. PURPOSE OF THE DSA

The purpose of the DSA is to provide the requirements and authorization for the Agency to exchange confidential information with SAO. This agreement is entered into between Agency and SAO to ensure compliance with legal requirements and Executive Directives (Executive Order 16-01, RCW 42.56, and OCIO policy 141.10) in the handling of information considered confidential.

2. DEFINITIONS

"Agreement" means this Interagency Data Sharing Agreement, including all documents attached or incorporated by reference.

“Data Access” refers to rights granted to SAO employees to directly connect to Agency systems, networks and/ or applications combined with required information needed to implement these rights.

“Data Transmission” refers to the methods and technologies to be used to move a copy of the data between systems, networks and/ or employee workstations.

“Data Storage” refers to the place data is in when at rest. Data can be stored on removable or portable media devices such as a USB drive or SAO managed systems or OCIO/ State approved services.

“Data Encryption” refers to enciphering data with a NIST-approved algorithm or cryptographic module using a NIST-approved key length. Encryption must be applied in such a way that it renders data unusable to anyone but the authorized users.

“Personal Information” means information defined in RCW 42.56.590(10).

3. PERIOD OF AGREEMENT

This agreement shall begin on July 1, 2021, or date of execution, whichever is later, and end on June 30, 2024, unless terminated sooner or extended as provided herein.

4. JUSTIFICATION FOR DATA SHARING

SAO is the auditor of all public accounts in Washington State. SAO’s authority is broad and includes both explicit and implicit powers to review records, including confidential records, during the course of an audit or investigation.

5. DESCRIPTION OF DATA TO BE SHARED

The data to be shared includes information and data related to financial activity, operation and compliance with contractual, state and federal programs, security of computer systems, performance and accountability for agency programs as applicable to the audit(s) performed. Specific data requests will be limited to information needed for SAO audits, investigations and related statutory authorities as identified through auditor requests.

6. DATA ACCESS

If desired, with the Agency’s permission, the Agency can provide direct, read-only access into its system. SAO will limit access to the system to employees who need access in support of the audit(s). SAO agrees to notify the agency when access is no longer needed.

7. DATA TRANSMISSION

Transmission of data between Agency and SAO will use a secure method that is commensurate to the sensitivity of the data being transmitted.

8. DATA STORAGE AND HANDLING REQUIREMENTS

Agency will notify SAO if they are providing confidential data. All confidential data provided by Agency will be stored with access limited to the least number of SAO staff needed to complete the purpose of the DSA.

9. INTENDED USE OF DATA

The Office of the Washington State Auditor will utilize this data in support of their audits, investigations, and related statutory responsibilities as described in RCW 43.09.

10. CONSTRAINTS ON USE OF DATA

The Office of the Washington State Auditor agrees to strictly limit use of information obtained under this Agreement to the purpose of carrying out our audits, investigations and related statutory responsibilities as described in RCW 43.09.

11. SECURITY OF DATA

SAO shall take due care and take reasonable precautions to protect Agency's data from unauthorized physical and electronic access. SAO complies with the requirements of the OCIO 141.10 policies and standards for data security and access controls to ensure the confidentiality, and integrity of all data shared.

12. NON-DISCLOSURE OF DATA

SAO staff shall not disclose, in whole or in part, the data provided by Agency to any individual or agency, unless this Agreement specifically authorizes the disclosure. Data may be disclosed only to persons and entities that have the need to use the data to achieve the stated purposes of this Agreement. In the event of a public disclosure request for the Agency's data, SAO will notify the Agency

- a. SAO shall not access or use the data for any commercial or personal purpose.
- b. Any exceptions to these limitations must be approved in writing by Agency.
- c. The SAO shall ensure that all staff with access to the data described in this Agreement are aware of the use and disclosure requirements of this Agreement and will advise new staff of the provisions of this Agreement.

13. OVERSIGHT

The SAO agrees that Agency will have the right, at any time, to monitor, audit, and review activities and methods in implementing this Agreement in order to assure compliance.

14. TERMINATION

Either party may terminate this Agreement with 30 days written notice to the other party's Agreement Administrator named on Page 1. However, once data is accessed by the SAO, this Agreement is binding as to the confidentiality, use of the data, and disposition of all data received as a result of access, unless otherwise amended by the mutual agreement of both parties.

15. DISPUTE RESOLUTION

In the event that a dispute arises under this Agreement, a Dispute Board shall determine resolution in the following manner. Each party to this Agreement shall appoint one member to the Dispute Board. The members so appointed shall jointly appoint an additional member to the Dispute Board. The Dispute Board shall review facts, contract terms, and applicable statutes and rules and make a determination of the dispute.

16. GOVERNANCE

- a. The provisions of this Interagency Data Sharing Agreement are severable. If any provision of this Agreement is held invalid by any court that invalidity shall not affect the DSA Agreement between Agency and SAO
- Agency DSA: 21-01

other provisions of this Interagency Data Sharing Agreement and the invalid provision shall be considered modified to conform to the existing law.

- b. In the event of a lawsuit involving this Interagency Data Sharing Agreement, venue shall be proper only in Thurston County, Washington.

17. SIGNATURES

The signatures below indicate agreement between the parties.

Agency

Office of the Washington State Auditor

Signature

Date

Signature

Date

Title: Mayor

Title: _____

U.S. DEPARTMENT OF THE TREASURY
CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS

Recipient name and address: [Recipient to provide]	DUNS Number: [Recipient to provide] Taxpayer Identification Number: [Recipient to provide] Assistance Listing Number: 21.019
---	--

Sections 602(b) and 603(b) of the Social Security Act (the Act) as added by section 9901 of the American Rescue Plan Act, Pub. L. No. 117-2 (March 11, 2021) authorize the Department of the Treasury (Treasury) to make payments to certain recipients from the Coronavirus State Fiscal Recovery Fund and the Coronavirus Local Fiscal Recovery Fund.

Recipient hereby agrees, as a condition to receiving such payment from Treasury, to the terms attached hereto.

Recipient:

Authorized Representative:

Title:

Date signed:

U.S. Department of the Treasury:

Authorized Representative:

Title:

Date:

PAPERWORK REDUCTION ACT NOTICE

The information collected will be used for the U.S. Government to process requests for support. The estimated burden associated with this collection of information is 15 minutes per response. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to the Office of Privacy, Transparency and Records, Department of the Treasury, 1500 Pennsylvania Ave., N.W., Washington, D.C. 20220. DO NOT send the form to this address. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid control number assigned by OMB.

U.S. DEPARTMENT OF THE TREASURY
CORONAVIRUS LOCAL FISCAL RECOVERY FUND
AWARD TERMS AND CONDITIONS

1. Use of Funds.
 - a. Recipient understands and agrees that the funds disbursed under this award may only be used in compliance with section 603(c) of the Social Security Act (the Act), Treasury's regulations implementing that section, and guidance issued by Treasury regarding the foregoing.
 - b. Recipient will determine prior to engaging in any project using this assistance that it has the institutional, managerial, and financial capability to ensure proper planning, management, and completion of such project.
2. Period of Performance. The period of performance for this award begins on the date hereof and ends on December 31, 2026. As set forth in Treasury's implementing regulations, Recipient may use award funds to cover eligible costs incurred during the period that begins on March 3, 2021, and ends on December 31, 2024.
3. Reporting. Recipient agrees to comply with any reporting obligations established by Treasury as they relate to this award.
4. Maintenance of and Access to Records
 - a. Recipient shall maintain records and financial documents sufficient to evidence compliance with section 603(c) of the Act, Treasury's regulations implementing that section, and guidance issued by Treasury regarding the foregoing.
 - b. The Treasury Office of Inspector General and the Government Accountability Office, or their authorized representatives, shall have the right of access to records (electronic and otherwise) of Recipient in order to conduct audits or other investigations.
 - c. Records shall be maintained by Recipient for a period of five (5) years after all funds have been expended or returned to Treasury, whichever is later.
5. Pre-award Costs. Pre-award costs, as defined in 2 C.F.R. § 200.458, may not be paid with funding from this award.
6. Administrative Costs. Recipient may use funds provided under this award to cover both direct and indirect costs.
7. Cost Sharing. Cost sharing or matching funds are not required to be provided by Recipient.
8. Conflicts of Interest. Recipient understands and agrees it must maintain a conflict of interest policy consistent with 2 C.F.R. § 200.318(c) and that such conflict of interest policy is applicable to each activity funded under this award. Recipient and subrecipients must disclose in writing to Treasury or the pass-through entity, as appropriate, any potential conflict of interest affecting the awarded funds in accordance with 2 C.F.R. § 200.112.

9. Compliance with Applicable Law and Regulations.

- a. Recipient agrees to comply with the requirements of section 603 of the Act, regulations adopted by Treasury pursuant to section 603(f) of the Act, and guidance issued by Treasury regarding the foregoing. Recipient also agrees to comply with all other applicable federal statutes, regulations, and executive orders, and Recipient shall provide for such compliance by other parties in any agreements it enters into with other parties relating to this award.
- b. Federal regulations applicable to this award include, without limitation, the following:
 - i. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 C.F.R. Part 200, other than such provisions as Treasury may determine are inapplicable to this Award and subject to such exceptions as may be otherwise provided by Treasury. Subpart F – Audit Requirements of the Uniform Guidance, implementing the Single Audit Act, shall apply to this award.
 - ii. Universal Identifier and System for Award Management (SAM), 2 C.F.R. Part 25, pursuant to which the award term set forth in Appendix A to 2 C.F.R. Part 25 is hereby incorporated by reference.
 - iii. Reporting Subaward and Executive Compensation Information, 2 C.F.R. Part 170, pursuant to which the award term set forth in Appendix A to 2 C.F.R. Part 170 is hereby incorporated by reference.
 - iv. OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement), 2 C.F.R. Part 180, including the requirement to include a term or condition in all lower tier covered transactions (contracts and subcontracts described in 2 C.F.R. Part 180, subpart B) that the award is subject to 2 C.F.R. Part 180 and Treasury’s implementing regulation at 31 C.F.R. Part 19.
 - v. Recipient Integrity and Performance Matters, pursuant to which the award term set forth in 2 C.F.R. Part 200, Appendix XII to Part 200 is hereby incorporated by reference.
 - vi. Governmentwide Requirements for Drug-Free Workplace, 31 C.F.R. Part 20.
 - vii. New Restrictions on Lobbying, 31 C.F.R. Part 21.
 - viii. Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (42 U.S.C. §§ 4601-4655) and implementing regulations.
 - ix. Generally applicable federal environmental laws and regulations.
- c. Statutes and regulations prohibiting discrimination applicable to this award include, without limitation, the following:
 - i. Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq.) and Treasury’s implementing regulations at 31 C.F.R. Part 22, which prohibit discrimination on the basis of race, color, or national origin under programs or activities receiving federal financial assistance;

- ii. The Fair Housing Act, Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), which prohibits discrimination in housing on the basis of race, color, religion, national origin, sex, familial status, or disability;
 - iii. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of disability under any program or activity receiving federal financial assistance;
 - iv. The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101 et seq.), and Treasury's implementing regulations at 31 C.F.R. Part 23, which prohibit discrimination on the basis of age in programs or activities receiving federal financial assistance; and
 - v. Title II of the Americans with Disabilities Act of 1990, as amended (42 U.S.C. §§ 12101 et seq.), which prohibits discrimination on the basis of disability under programs, activities, and services provided or made available by state and local governments or instrumentalities or agencies thereto.
10. Remedial Actions. In the event of Recipient's noncompliance with section 603 of the Act, other applicable laws, Treasury's implementing regulations, guidance, or any reporting or other program requirements, Treasury may impose additional conditions on the receipt of a subsequent tranche of future award funds, if any, or take other available remedies as set forth in 2 C.F.R. § 200.339. In the case of a violation of section 603(c) of the Act regarding the use of funds, previous payments shall be subject to recoupment as provided in section 603(e) of the Act.
11. Hatch Act. Recipient agrees to comply, as applicable, with requirements of the Hatch Act (5 U.S.C. §§ 1501-1508 and 7324-7328), which limit certain political activities of State or local government employees whose principal employment is in connection with an activity financed in whole or in part by this federal assistance.
12. False Statements. Recipient understands that making false statements or claims in connection with this award is a violation of federal law and may result in criminal, civil, or administrative sanctions, including fines, imprisonment, civil damages and penalties, debarment from participating in federal awards or contracts, and/or any other remedy available by law.
13. Publications. Any publications produced with funds from this award must display the following language: "This project [is being] [was] supported, in whole or in part, by federal award number [enter project FAIN] awarded to [name of Recipient] by the U.S. Department of the Treasury."
14. Debts Owed the Federal Government.
- a. Any funds paid to Recipient (1) in excess of the amount to which Recipient is finally determined to be authorized to retain under the terms of this award; (2) that are determined by the Treasury Office of Inspector General to have been misused; or (3) that are determined by Treasury to be subject to a repayment obligation pursuant to section 603(e) of the Act and have not been repaid by Recipient shall constitute a debt to the federal government.
 - b. Any debts determined to be owed the federal government must be paid promptly by

Recipient. A debt is delinquent if it has not been paid by the date specified in Treasury's initial written demand for payment, unless other satisfactory arrangements have been made or if the Recipient knowingly or improperly retains funds that are a debt as defined in paragraph 14(a). Treasury will take any actions available to it to collect such a debt.

15. Disclaimer.

- a. The United States expressly disclaims any and all responsibility or liability to Recipient or third persons for the actions of Recipient or third persons resulting in death, bodily injury, property damages, or any other losses resulting in any way from the performance of this award or any other losses resulting in any way from the performance of this award or any contract, or subcontract under this award.
- b. The acceptance of this award by Recipient does not in any way establish an agency relationship between the United States and Recipient.

16. Protections for Whistleblowers.

- a. In accordance with 41 U.S.C. § 4712, Recipient may not discharge, demote, or otherwise discriminate against an employee in reprisal for disclosing to any of the list of persons or entities provided below, information that the employee reasonably believes is evidence of gross mismanagement of a federal contract or grant, a gross waste of federal funds, an abuse of authority relating to a federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal contract (including the competition for or negotiation of a contract) or grant.
- b. The list of persons and entities referenced in the paragraph above includes the following:
 - i. A member of Congress or a representative of a committee of Congress;
 - ii. An Inspector General;
 - iii. The Government Accountability Office;
 - iv. A Treasury employee responsible for contract or grant oversight or management;
 - v. An authorized official of the Department of Justice or other law enforcement agency;
 - vi. A court or grand jury; or
 - vii. A management official or other employee of Recipient, contractor, or subcontractor who has the responsibility to investigate, discover, or address misconduct.
- c. Recipient shall inform its employees in writing of the rights and remedies provided under this section, in the predominant native language of the workforce.

17. Increasing Seat Belt Use in the United States. Pursuant to Executive Order 13043, 62 FR 19217 (Apr. 18, 1997), Recipient should encourage its contractors to adopt and enforce on-the-job seat belt policies and programs for their employees when operating company-owned, rented or personally owned vehicles.

18. Reducing Text Messaging While Driving. Pursuant to Executive Order 13513, 74 FR 51225 (Oct. 6, 2009), Recipient should encourage its employees, subrecipients, and contractors to adopt and enforce policies that ban text messaging while driving, and Recipient should establish workplace safety policies to decrease accidents caused by distracted drivers.





City of Stevenson

Leana Kinley, City Administrator

Phone (509)427-5970
FAX (509) 427-8202

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

To: City Council
From: Leana Kinley, City Administrator
RE: Affordable Housing Tools
Meeting Date: June 17, 2021

Executive Summary:

Council discussed the use of waiving system development charges at the May 20, 2021 council meeting and decided to use other tools at their disposal. This memo and discussion will be for clarification on other tools to use and the policy direction council wants to take to move forward the housing affordability goal.

Overview:

City Council established the goal of "Housing Affordability: The city will work with private and public partners to increase the availability of attainable housing by 20 units..." in the fall of 2018 as part of the 2019-2024 SMART Goals. To forward this goal, the following actions have taken place:

- Zoning standards regarding ADUs were relaxed in 2019
- The city partnered with the EDC to complete a Buildable Lands Inventory and Housing Needs Assessment
- An Affordable Housing Sales Tax measure was put to voters in 2019 and failed with a 49/51 split
- Council enacted the affordable housing sales tax credit in 2020, which has collected \$2,786.06 from July 2020 to date (about \$300-\$400 per month)

Attached is a presentation from the April 2021 Washington State Association of Municipal Attorneys Spring Conference regarding affordable housing tools for cities. I have updated the slides with text in red identifying the tools we have tried, implemented and those that are not available.

Other policy tools include mandatory inclusionary zoning. This would require a developer to construct a minimum number of affordable units when subdividing property. The city currently has a voluntary program for developments. Additional information on the topic from MRSC is attached.

The city can also apply for Community Development Block Grants for infrastructure improvements specific to affordable housing development. This is a competitive application process which takes place annually.

Action Needed:

Decide which tools to leverage for moving forward the goal of Housing Affordability and/or modify the goal.

Developments in Affordable Housing Powers for Cities



Washington State Association of Municipal Attorneys
Spring Conference ♦ April 2021

Alice Ostdiek ♦ AOstdiek@Stradlinglaw.com

Stradling Yocca Carlson & Rauth PC
Seattle, Washington

Stradling

Overview

- Background
 - Overview
- Legal Framework
 - Legal Authority
 - Constitutional Framework
- Strategies
 - City Revenue Tools
 - Practical Considerations





Defining the Problem

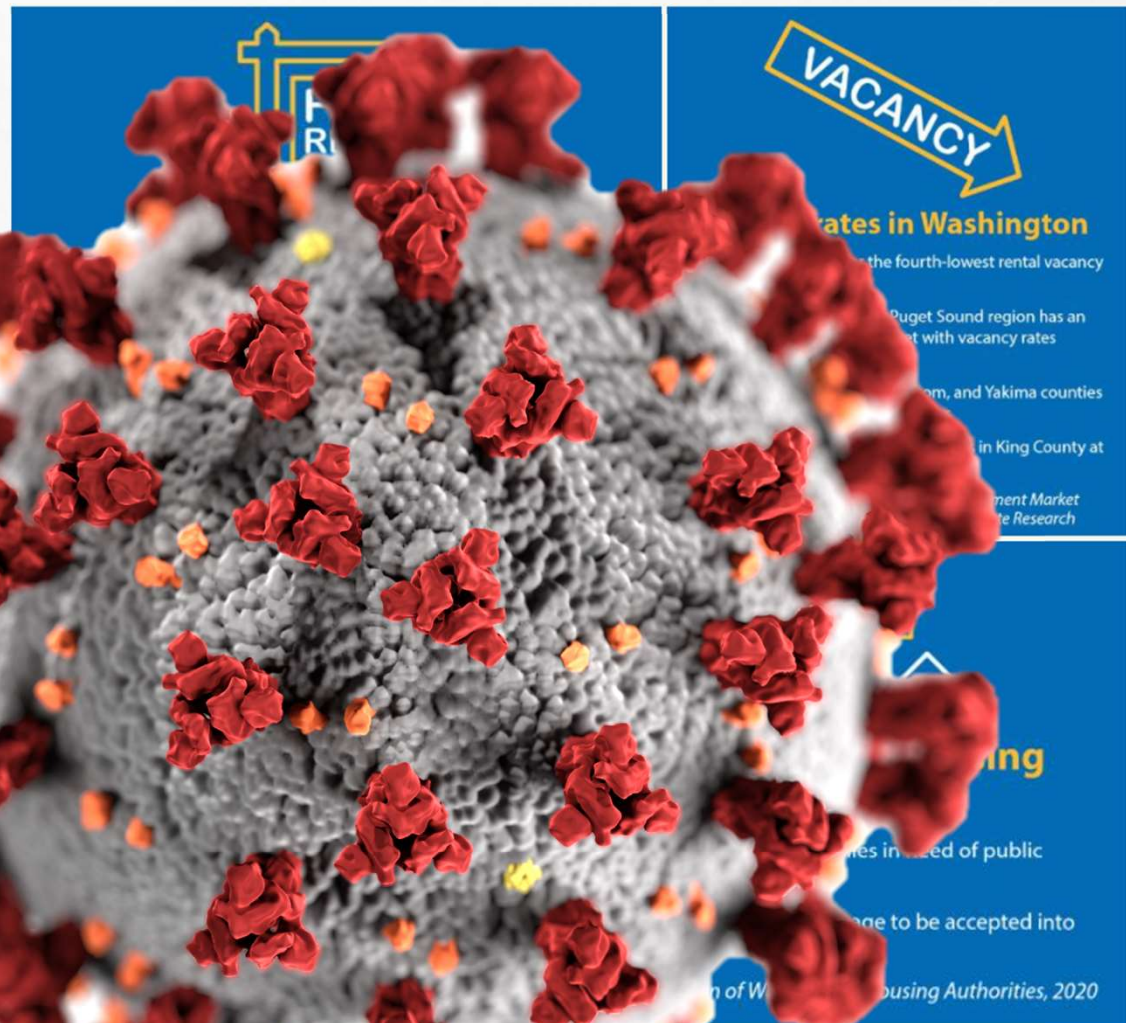
Affordable Housing Tools and Incentives

Alice Ostdiek | A Ostdiek@Stradlinglaw.com

Stradling

The State of Affordable Housing in Washington

Association of Washington Cities:
State of the Cities Housing Report
(2020)



Home sales market

Available homes for sale declined by **45% in 2019** and demand now exceeds supply



The statewide median home **price has doubled** in the last eight years

ASSOCIATION OF WASHINGTON CITIES

Source: UW Center for Real Estate Research, Housing Market Highlights, Q2 2020

34% of cities are offering housing assistance during COVID-19



82% of cities rate lack of affordable housing as a problem in their community



72% of cities lack low-income housing



Source: AWC 2020 City Conditions Survey

80% of cities need state funding to support affordable housing programs and local planning efforts



Top 3 Housing ranked as one of the top 3 major problems facing cities

Impact of COVID-19 on Housing Affordability



- Current Emphasis on
 - Eviction Prevention
 - Eviction Moratorium
 - Moratorium on Utility Shutoffs
 - How to exit the Moratoria?
- Effect on Housing Affordability
 - Home Prices/Ownership?
 - Rental Market?
 - Will the pandemic have lasting effects on where and how people live?

City Roles in Housing Affordability

Indirect Participation

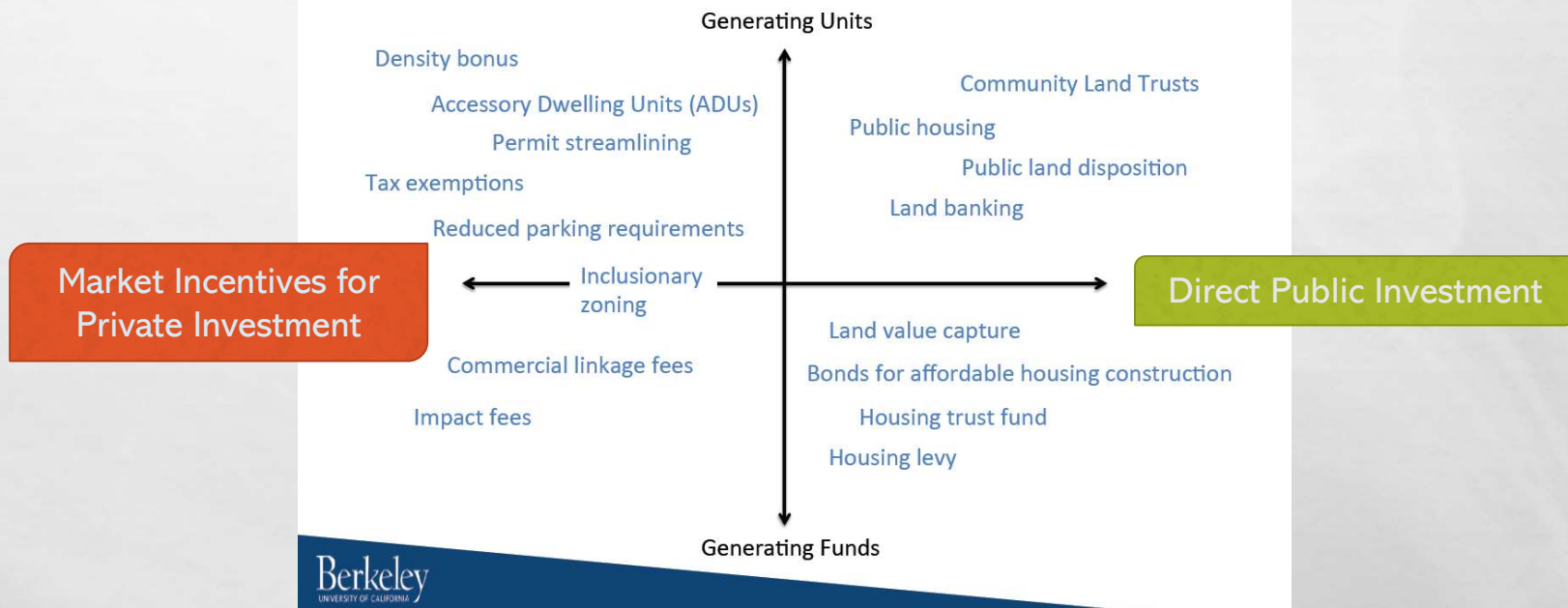
- Land Use Regulator & Permitting Authority
- Market \$ Incentives
 - Tax Exemptions & Deferrals
- Homelessness Prevention
 - Utility Discount Programs

Direct Participation

- Investment in Supportive Public Infrastructure
- Direct Financing Participant
 - Loans
 - Grants
- Public Owners/Operators of Low-Income Housing

City Roles in Housing Affordability

Creating New Affordable Housing



Developing City Policy Actions

- WA Dept of Commerce 2019 recommendations:
 - Plan for Housing Regionally
 - Coordinate with other local governments and local nonprofits
 - Shape Development Regulations to Encourage Affordability
 - Comprehensive Plan Housing Element
 - Housing Needs Assessment
 - Streamline Development Review Systems, Fees and Processes
 - Invest in Public Infrastructure Supportive of Affordable Housing
 - Support Retaining and Developing “Workforce” Housing

Source: Washington State Department of Commerce, Housing Memorandum: Issues Affecting Housing Availability and Affordability (pursuant to Senate Bill 5254) (June 2019)

Legal Framework

- Constitutional Framework
- Defining “Affordability” and Income Thresholds
- City Powers



Constitutional Framework: Aid to the “Poor and Infirm”

- Issues:
 - Poor “*and*” Infirm?
 - In this case, “and” means “or”
 - How to define “poor”?
 - 50% AMI? 80%?
 - How to ensure funds are used appropriately?
 - Regulatory Agreement
 - Recorded covenants
 - Enforceability/remedies?
 - How long?

Washington State Constitution Article VII, Section 7 CREDIT NOT TO BE LOANED.

No county, city, town or other municipal corporation shall hereafter give any money, or property, or loan its money, or credit to or in aid of any individual, association, company or corporation, **except for the necessary support of the poor and infirm**, or become directly or indirectly the owner of any stock in or bonds of any association, company or corporation.

Defining Affordability

“Affordable” Housing

Housing cost < 30% of household income
(>50% severely burdened)

Defining Income Thresholds

Moderate / “Workforce”: 80% - 115% of AMI

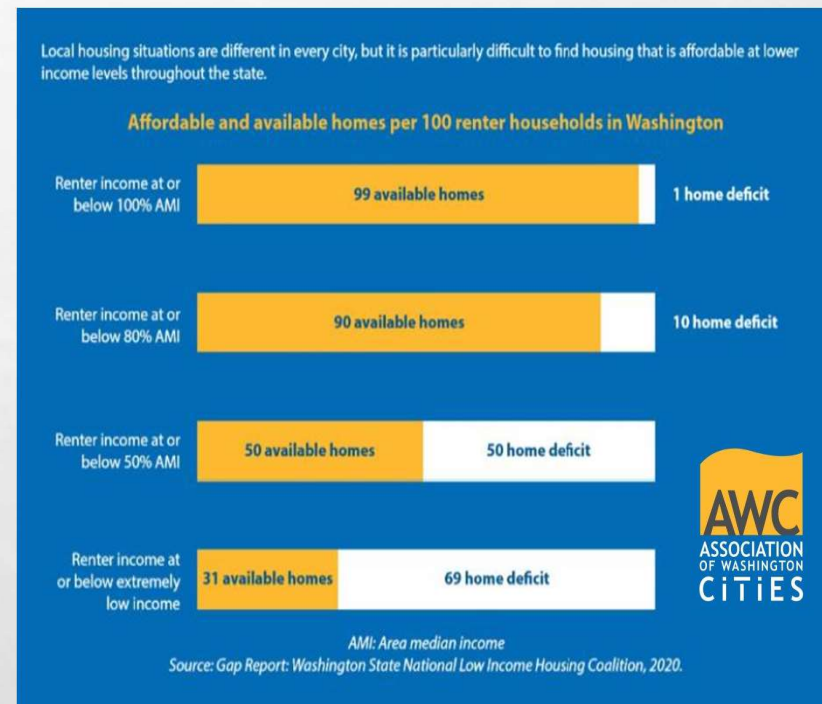
Low-Income: <80% of AMI, size adj.

Very Low-Income: <50% of AMI

Extremely Low-Income: <30% of AMI

Other terminology:

HUD Income Limits
Area Median Income (AMI)
Median Family Income (MFI)



General City Legal Authority

- RCW 35.21.685 – Direct Grants and Loans for Affordable Housing
 - “A city or town may assist in the development or preservation of publicly or privately owned housing for persons of low income by providing loans or grants of general municipal funds to the owners or developers of the housing...” [1986 c 248 § 1.]
 - To finance “construction, acquisition, rehabilitation...”
 - Residents < 80% AMI in MSA
 - Not “public works” (no competitive bidding, no prohibition against advance payment for services)
- Ch. 35.83 RCW – Housing Cooperation Law
 - Very broad powers authorizing cooperation between Housing Authorities & Cities
 - Authorizes land donations, land swaps, guarantees of Housing Authority debt
- RCW 39.33.015 - Transfer, Lease, Disposal of Public Property for Affordable Housing
 - Permits transfer of surplus property (with or without payment) to public, private or nongovernmental bodies for “public benefit” purposes to provide low- and very low-income housing
- Various other statutory declarations that affordable housing purposes are proper “public purposes”
- And don’t forget “home rule” powers!

City Revenue Tools: Raising Money for Affordable Housing

- Local Resources Available for Direct Assistance:
 - Affordable Housing Sales Tax – RCW 82.14.530 **Voter failed in 2019 (49/51), new councilmanic option**
 - HB 1406 Affordable Housing Sales Tax Credit – RCW 82.14.540 **Adopted in 2020**
 - Affordable Housing Property Tax Levy – RCW 84.52.105
 - Real Estate Excise Taxes – RCW 82.46.035 (REET 2) **Not available for Stevenson**
 - Lodging Taxes – (workforce housing) RCW 67.28.150 and .180
 - Multi-Family Tax Exemption (MFTE) – ch. 84.14 RCW **Not available for Stevenson**
 - **NEW* Tax Increment Financing Bill – passed April 20!*
- Other City Tools Available for Indirect Support of Affordable Housing:
 - Public infrastructure supportive of affordable housing development
 - Utility discount programs – Automatic enrollment?

Affordable Housing Sales Tax

RCW 82.14.530

Voter failed in 2019 (49/51), new councilmanic option



- **Who:** Cities, Counties
 - Voter approval was originally required, but effective June 11, 2020, no vote is required
 - City barred if County imposes first; if City imposes first, County must credit back to the City
- **What:** 0.1% Sales Tax
- **Use:** At least 60% of funds must be used: *(reflects amendments effective April 14, 2021)*
 - To construct or acquire affordable housing (including emergency, transitional, and supportive housing, new units of affordable housing or acquiring land for these purposes; facilities for housing-related services; constructing or acquiring behavioral health facilities or acquiring land for this purpose) or to fund operations/maintenance for above or for “newly constructed” evaluation and treatment centers
 - Must serve persons at or below 60% of County AMI, certain populations (persons with disabilities (incl, behavioral health), veterans, seniors, persons who are homeless or at at-risk of homelessness (including families w/ children), youth, DV survivors)

Remainder to be used for:

- “Operation, delivery, or evaluation” of “mental/behavioral health treatment programs “ & “housing-related services”

No more than 10% may “supplant” existing funds

State Sales Tax Credit (HB 1406)

RCW 82.14.540

Adopted in 2020

- **Who:** Cities, Counties who opted in before July 2020
 - Must have declared intent and enacted tax before July 2020 deadline
- **What:** A share (0.0146% or 0.0073%) of State Sales Tax, annually for 20 years
 - Full share available if other “qualifying local tax” was in place; actual amount to be received is capped for each State fiscal year, based on actual sales tax collections in State FY 2019
- **Use:** Funds must be used:
 - To acquire, rehabilitate, or construct affordable housing (may include new units within an existing structure or facilities providing supportive housing services (behavioral health organizations) or operations and maintenance costs of new units of affordable or supportive housing (includes admin costs related to affordable or supportive housing)
 - Cities under 100,000 (counties under 400,000) may use to provide rental assistance to persons <60% County AMI

May be used to repay bonds issued to make loans/grants to nonprofits & housing authorities

Affordable Housing Property Tax Levy

RCW 84.52.105

- **Who:** Cities, Counties
- **What:** Additional \$0.50/\$1,000 regular property tax levy, for up to 10 years
 - Requires voter approval by a simple majority of voters
- **Use:** Funds must be used to finance affordable housing for very low-income households (<50% of County AMI)

Effective October 1, 2020, may also be used to finance affordable homeownership, owner-occupied home repair, and foreclosure prevention programs for low-income (<80% County AMI) households:

- Legislative Body must declare emergency with regard to to availability of affordable housing for persons <80% County AMI and <50% County AMI
- Must adopt Affordable Housing Finance Plan consistent with local or State housing affordability strategy adopted under Cranston-Gonzales National Affordable Housing Act (42 USC Sec. 12701)

Real Estate Excise Tax (REET 2)

RCW 82.46.035

Not available for Stevenson

Change in
2021!

- Who: Cities, Counties
- What: 0.25% excise tax on sale of real estate
- Use: If in a jurisdiction that is fully planning under the Growth Management Act:
 - Until January 1, 2026, may use the greater of \$100,000 or 25% of available funds up to \$1 million, for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of facilities for those experiencing homelessness and affordable housing projects.

Lodging Taxes

RCW 67.28.150, .160 and .180

Change in
2021!

See attached map for estimated area of application

- Who: Cities and counties that collect lodging taxes under ch. 67.28 RCW
- What: Authority to use certain lodging taxes for “workforce” housing purposes
- Use: Lodging taxes must be used to repay bonds issued:
 - To finance contracts, loans or grants to nonprofits or housing authorities for “affordable workforce housing” located within 0.5 miles of a “transit station” or
 - For housing, facilities or services for homeless youth (*effective April 14, 2021*)
 - “Affordable workforce housing” means affordable at or below 80% of County AMI
 - “Transit station” means all passenger facilities, structures, stops, shelters, bus zones, properties, and rights-of-way of all kinds that are owned, leased, held, or used by a transit authority for the purpose of providing public transportation services

Incentive: Multi-Family Tax Exemption

ch. 84.14 RCW

Not available for Stevenson

Change in
2021!

- Who: Cities w/ population over 15,000 (some smaller cities may also qualify)
- What: Developer Incentive - property tax exemption for eligible housing improvements
 - Provides property tax exemption for 8-12 years for the value of the eligible housing improvements.
 - Exemption does not apply to the value of the land, existing improvements, and non-residential improvements
- Other: To be eligible for the 12-year exemption, a multifamily project must:
 - Owner must rent or sell at least 20% of the units to low- (<80% AMI) and moderate-income (80% -115% AMI) households.

NEW Tax Increment Financing

ESHB 1189, passed April 20, 2021 (not yet signed)

Change in
2021!

- Who: City, Town, County, Port
- What: Property tax increases within an Increment Area designated by the local gov't
 - Enables the local gov't that creates the Increment Area to receive “tax allocation revenues” from property taxes imposed by the overlapping jurisdictions; lifts the “101% levy lid” to hold overlapping jurisdictions harmless for any tax revenues that are distributed to the Increment Area
- Use: To pay “public improvement costs” within or serving the Increment Area, including:
 - Traditional infrastructure improvements and
 - Among other things, expenditures for:
 - Purchasing, rehabilitating, retrofitting for energy efficiency, and constructing housing for the purpose of creating or preserving long-term affordable housing
 - Purchasing, rehabilitating, retrofitting for energy efficiency, and constructing child care facilities serving children and youth that are low-income, homeless, or in foster care

Practical Considerations

- Utilize knowledgeable and experienced partners
 - Work regionally, use Housing Authorities, where appropriate
 - Don't reinvent the wheel
- Be aware of your private partners' incentives
 - Like other public-private partnerships, housing developers do not operate on "public sector" capital project schedules
- Factor in flexibility, but protect your City's public funds investment in the affordable housing

Practical Considerations

- Determine your City's role:
 - Do you plan to own/operate the housing or housing-supportive facilities?
 - If not, consider who you might contract with
 - Do you plan to provide funding to a third party development?
- Consider how to monitor/administer the program
 - Will you run a loan/grant application process?
 - Do you want to pool your available funds with other jurisdictions?
 - Will there be a regulatory agreement? Will you record restrictive covenants?

Discussion?

Contact info:

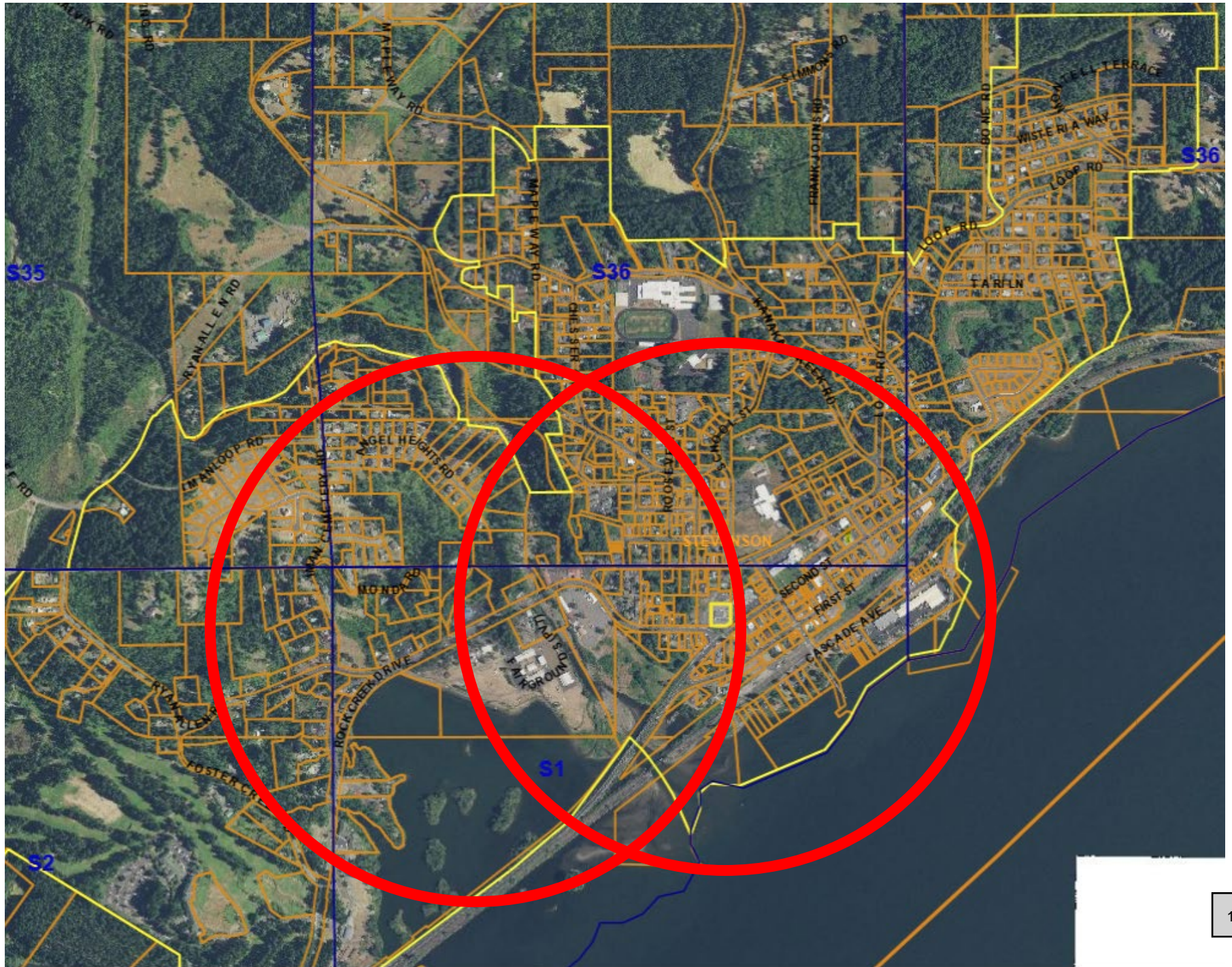
Alice Ostdiek

A0stdiek@Stradlinglaw.com

206-826-3002



Estimated area covered by .5 miles from a transit station.



Inclusionary Zoning: One Approach to Create Affordable Housing

November 23, 2016 by [Steve Butler](#)

Category: [Housing](#)



Affordable housing is a big issue facing many communities in Washington and the rest of the United States. Many people are either paying more than 30% of their household income for housing (especially lower income households) or being forced to live far away from their place of employment (which leads to long commutes and increased traffic congestion). Most local governments are not in the business of building housing, so what can they do to address the affordable housing problem?

One method is a regulatory tool called “inclusionary zoning.” Inclusionary zoning requires affordable units to be included within new residential development projects or requires payment for construction of such units elsewhere in the community.

There are two basic types of inclusionary zoning: **voluntary** and **mandatory**. Under a **voluntary** program, it is up to the developer to decide whether or not to use various incentives or bonuses in exchange for providing a specified number of affordable units. However, such programs are not used very often, with developers usually opting to choose the simpler path of building only market-rate housing.

Conversely, a **mandatory** program requires the construction of a minimum number of affordable units (or an “in lieu of” payment). Communities with a mandatory program usually provide an additional density bonus if the number of affordable dwelling units goes beyond the mandated minimum. This blog post will focus primarily on mandatory programs.

Who Uses Inclusionary Zoning?

Over 500 cities in the U.S. use inclusionary zoning, including Boston, Denver, New Orleans, Portland, Sacramento, San Francisco, San Diego, and Washington, DC. In Washington State, there are a few cities that already use inclusionary zoning, and more that are actively considering it (such as Seattle).

One successful Washington example is [Redmond's affordable housing regulations](#), which have been in place since 1995. To date, Redmond has long-term affordable “contracts” on 496 dwelling units. Federal Way has also created a sizable amount of affordable units through its inclusionary zoning provisions, and I'll also include some other examples from Washington cities in the rest of this post.

Elements of Inclusionary Zoning

Mandatory inclusionary zoning regulations usually specify the following:

1. **Minimum quantity** of affordable units to be provided, which is usually a percentage of a development's total number of dwelling units. For example, [Redmond](#) requires a minimum of ten percent, while [Sammamish](#) has a sliding scale, based on the affordability level of the provided housing units. Developers in Sammamish are also using the City's affordable housing “bonus pool” to produce more market-rate and affordable dwelling units.
2. **Targeted income range** of households to be served by the affordable units. For instance, Redmond's target population is “those who make equal to or less than 80 percent of the King County median household income adjusted for household size,” while [Federal Way](#) defines “rental affordable housing” as dwelling units affordable to those with incomes at or below 50 percent of King County's median income.
3. **Time period** within which the designated units must be maintained as affordable. For example, [Issaquah](#) requires those units to remain affordable for a minimum of 50 years.
4. **Geographic scope** of such regulations. Inclusionary zoning is usually limited to designated areas (such as downtown or mixed use development areas), although they may be applied throughout your community. For example, [Redmond](#) includes its downtown and seven other neighborhoods, while [Issaquah's mandatory program](#) is limited to the Central Issaquah Urban Core.

On a practical note, a local government should ensure that the increased development capacity resulting from an upzone will offset the added costs to the housing developer of providing the affordable units. Otherwise, neither the market-rate nor affordable housing units will be built.

Pros and Cons of Inclusionary Zoning

In an active housing market, inclusionary zoning results in the production of more affordable housing for low and moderate income residents. Inclusionary zoning can also result in buildings and neighborhoods that have a mix of income levels, without having to rely on taxpayer funds to provide them.

On the “con” side, it may be difficult to administer an inclusionary zoning program and monitor that the designated dwelling units remain affordable. Also, this type of regulation sometimes raises concerns about “a change in community character.” Finally, if your local housing market is not strong enough, developers may opt not to build any residential housing (which might then exacerbate the affordable housing issue).

Legal Basis for Inclusionary Zoning

State law ([RCW 36.70A.540](#)) provides authority for GMA cities and counties to establish mandatory requirements for the inclusion of affordable housing under certain circumstances; see also [WAC 365-196-870\(2\)](#). That statute allows a GMA city or county to require a minimum number of affordable housing units that must be provided by all residential developments in areas where the city or county decides to increase residential capacity (in other words, in areas it decides to upzone).

Before establishing such a requirement, a city or county must determine that such a zone change would further local growth management and housing policies.

Conclusion

You should carefully review the pros and cons of inclusionary zoning before implementing such a program. But, if your community has an [affordable housing](#) problem and strong demand for market-rate housing, it is a regulatory tool that you should consider.

For more information on inclusionary zoning, see:

- [The Ins and the Outs: A Policy Guide to Inclusionary and Bonus Housing Programs in Washington](#), The Housing Partnership (2007) – An older but still very useful overview of the legal, economic and practical issues that arise when structuring inclusionary or incentive housing programs in Washington.
- [Achieving Lasting Affordability through Inclusionary Housing](#), Lincoln Institute of Land Policy (2014) – A detailed report, with many case studies.

MRSC is a private nonprofit organization serving local governments in Washington State. Eligible government agencies in Washington State may use our free, one-on-one [Ask MRSC service](#) to get answers to legal, policy, or financial questions.



About Steve Butler

Steve joined MRSC in February 2015. He has been involved in most aspects of community planning for over 30 years, both in the public and private sectors. He received a B.A. from St. Lawrence University (Canton, New York) and a M.S. in Urban and Regional Planning from the University of Wisconsin-Madison. Steve has served as president of statewide planning associations in both Washington and Maine, and was elected to the American Institute of Certified Planner's College of Fellows in 2008.

[VIEW ALL POSTS BY STEVE BUTLER](#) ▶

Follow us:

CITY OF STEVENSON PROFESSIONAL SERVICE CONTRACT, MONTHLY REPORT & INVOICE

Contractor:	Skamania County Chamber of Commerce	
Reporting Period:	May, 2021	
Amount Due:	\$ 7,500.00	Monthly Contract Amount
	350.00	Program Management Time
	<u>1,387.98</u>	Monthly Reimbursables
	\$ 9,237.98	

VISITOR STATISTICS

	<u>Stevenson Office</u>
Walk-In Visitors:	259
Telephone Calls:	78
E-Mails:	50
Business Referrals:	1,034
Tracked Overnight Stays:	39
Mailings (student, relocation, visitor, letters):	7
Chamber Website Pageviews	6,394
COS Website Pageviews	1,903

CHAMBER BUSINESS

Chamber Board Meeting: We held our monthly board meeting in May with a focus on follow up after our board retreat, updates to strategic plan for 2021 and setting priorities.

Chamber Membership: We had 4 new member join the Chamber and 10 membership renewals in May.

Chamber E-Newsletter: The weekly e-blast, consisting of updates and announcements submitted by Chamber members, is emailed out on Thursday afternoons to over 1,100 recipients. We continued to send out an e-blast specifically for COVID-19 updates as needed.

Facebook Pages: The Chamber manages Facebook pages for the Stevenson Business Association, Gorge Blues and Brews Festival, Christmas in the Gorge, Logtoberfest, Wind River Business Association as well as for the Chamber itself. We continue to manage our new Facebook page promoting take-out dining services in Skamania County. This is an effort to help all local restaurants through COVID-19.

Chamber Marketing, Projects, Action Items:

- Continue distributing PPE for businesses
- Updated Chamber website including changing the format on Places to Eat, Places to Stay and Places to Shop pages, updated featured events on home page, added info and links to Pledge Wild, Gorge Museum Pass, Go Guided and Gorge Pass.
- Placed ads
- Continue working with Columbia Gorge Tourism Alliance on Mid-Gorge and West-Gorge Food Trails
- Attended CGTA's Tourism Summit and was a presenter for the Spread the Love project
- Met with Chamber Board Policy Review Committee to revise bylaws
- Created Chamber Board Member expectations and agreements
- Met with two companies for new Chamber data base software presentations
- Attended Columbia Gorge Tourism Alliance monthly board meeting
- Bi-weekly meetings with Washington Chamber Executives

County/Regional/State Meeting and Projects:

Wind River Business Association (WRBA): Continue to serve as treasurer for WRBA – pay monthly bills, reconcile bank statements, attend monthly meetings and manage the WRBA Facebook page. Created event income and expense spreadsheets for CEKC. Promoted #ShopWRBA campaign on Facebook.

Stevenson Downtown Association (SDA): Attend monthly SDA board meeting and promotion committee meetings. Attended WA Main Street Promotion Committee meeting.

(The projects and tasks described below are an example of services provided to the City of Stevenson through an additional contract with the Chamber to administer their promotional programs and deliverables.)

Stevenson/SBA Meetings and Projects:

- Monthly meeting with NB Marketing for progress updates on our marketing plan
- Working on sponsored custom Christmas decorations
- Met with Kelly McKee about SDA/SBA merger
- Working on summer promotional campaign with prizes
- Placed ads
- Continue to promote Stevenson businesses on social media
- Continued to work with Pheonix Technologies to fix webcams

2021 CITY OF STEVENSON PROMOTIONAL PROGRAMS REIMBURSABLES

Program 2	Promotional Products and Projects	
P2-D1	Website	\$ 265.06
P2-D2	Social Media and Print Ad Creation	\$1,000.00
P2-D7	Promotional Items	<u>\$ 122.92</u>
		\$1,387.98

2021 CITY OF STEVENSON PROMOTIONAL PROGRAMS MANAGEMENT TIME

P2-D2	Marketing (print, social media, press releases)	3 hrs	\$ 105.00
P2-D1	Website updates/web cams	3 hrs	\$ 105.00
P3-B	Christmas in the Gorge	4 hrs	<u>\$ 140.00</u>
		10 hrs	\$ 350.00

	<i>2021 Budget</i>	<i>Current Request</i>	<i>Requested YTD</i>	<i>Remaining</i>
Total Program Promo Expenses	\$80,000.00	\$1,737.98	16,505.93	\$63,494.07



Skamania County Sheriff's Office

Law Total Incident Report, by Nature of Incident

<u>Nature of Incident</u>	<u>Total Incidents</u>
Abandon Vehicle Right of Way	1
Other Types of Animal Calls	1
Animal - Barking Dog	1
Boating Incident	1
Burglary Residence Unlawful En	2
Business Establishment Alarm	5
Carprowl Theft from Auto	3
Citizen Assist	1
Citizen Dispute	3
Civil Process	1
Civil Standby	1
Dead Body	1
Disorderly Conduct	1
Problems with Dogs	4
Domestic Violence	7
Fish & Game Violation	1
Found Property	4
Hazardous Materials	1
Hit & Run Accident	2
Hospice	1
Incomplete 9-1-1 Calls	2
Information Report	3
Intoxicated Person	1
Juvenile Problem	2
Loitering	1
Lost Dog	1
Lost Property	2
Medical Emergency	41
Mental Health Problems	2
Missing Person	1
Mtorist Assist	2
Patrol Request	1
Traffic Collision Prop Damage	1
Public Nuisance/County Ordinan	3
Request Traffic Enforcement	8
Residential Alarm	1
Sex Offense/Abuse	1
Shooting Noise	1
Smoke sighting, smell, etc	1
Structure/Building Fire	1
Suspicious Person/Circumstance	7
Theft Other Property	2
Threats	1
Traffic Hazard	2

<u>Nature of Incident</u>	<u>Total Incidents</u>
Traffic Stop	8
Trespassing	8
Vagrancy	2
Vandalism/Mailic Misch	2
Violation Court Orders	1
Vicious Animals	2
Wanted Person - Warrant	4
Weapon Offense	1
Welfare Check	10
Wild/Brush Fire	1

Total reported: 169

Report Includes:

All dates between `00:00:00 05/01/21` and `00:00:00 06/01/21`, All agencies matching `SCSO`, All natures, All locations matching `21`, All responsible officers, All dispositions, All clearance codes, All observed offenses, All reported offenses, All offense codes, All circumstance codes



Skamania County Sheriff's Office

Law Total Incident Report, by Nature of Incident

Nature of Incident**Total Incidents**

Shooting Noise

1

Total reported: 1

Report Includes:

All dates between `00:00:00 05/01/21` and `00:00:00 06/01/21`, All agencies matching `SCSO`, All natures, All locations matching `22`, All responsible officers, All dispositions, All clearance codes, All observed offenses, All reported offenses, All offense codes, All circumstance codes



Skamania County Sheriff's Office

Law Total Incident Report, by Nature of Incident

Nature of Incident

Vandalism/Mailic Misch

Total Incidents

1

Total reported: 1

Report Includes:

All dates between `00:00:00 05/01/21` and `00:00:00 06/01/21`, All agencies matching `SCSO`, All natures, All locations matching `19`, All responsible officers, All dispositions, All clearance codes, All observed offenses, All reported offenses, All offense codes, All circumstance codes

2020 Overall		January	February	March	April	May	June	July	August	September	October	November	December	Totals
Mileage														
County	22498	17194	20115	20000	17716	0	0	0	0	0	0	0	0	97523
Stevenson	2632	2134	2356	2071	1739	0	0	0	0	0	0	0	0	10932
N. Bonneville	1367	1017	1198	732	0	0	0	0	0	0	0	0	0	5571
USFS	2637	2338	2693	2687	996	0	0	0	0	0	0	0	0	11251
Title 3	140	200	437	408	9	0	0	0	0	0	0	0	0	1194
Other	0	165	0	20	2163	0	0	0	0	0	0	0	0	2348
TOTAL	29274	22948	26858	26354	24598	0	0	0	0	0	0	0	0	130062
Hourly Report														
Vacation	48.50	0.00	48.75	228.00	125.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	451.50
Sick Leave	10.25	19.25	5.50	133.25	134.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	302.50
Training	148.25	96.00	55.00	103.50	54.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	457.25
Administration	56.00	51.00	57.75	52.25	49.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	266.25
Patrol/Investigations														
Schools/Com.Svc	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.25
K 9	9.00	15.00	17.00	18.00	15.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.00
County	949.25	891.75	1093.00	834.25	1080.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4848.75
Stevenson	484.25	461.00	583.25	476.00	511.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2516.00
Stev Court	0.00	0.00	5.00	35.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.50
N. Bonneville	209.25	211.25	233.75	201.25	197.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1053.25
N. Bonn Court	9.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.25
District Court	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Superior Court	0.00	0.00	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50
USFS	193.50	163.25	186.75	181.25	47.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	772.25
Gorge Scenic	97.25	87.25	97.25	82.50	83.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	447.75
Weyer/Col Timber	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Drug	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00
SDS Patrol	12.75	16.00	13.00	9.50	7.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.50
Eradication County	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
County Traffic Enforce.	374.25	346.50	454.50	352.25	378.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1905.50
SAR County	0.00	2.75	0.00	1.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.25
Title 3														
Emergency Response	1.00	8.00	10.50	18.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.50
SAR Missions	5.00	0.00	10.00	8.25	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.25
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Title 3 Subtotal	6.00	8.00	20.50	26.25	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.75
SubTotal Reg	2543.00	2261.75	2797.50	2347.25	2427.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12377.25
OT Time														
Schools/Com Svc	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
County	30.75	31.00	15.00	29.75	35.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	142.25
Stevenson	1.00	3.00	0.00	16.25	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.25
Stevenson Court	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
N. Bonneville	0.00	0.00	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.25
N. Bonneville Court	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
District Court	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Superior Court	0.00	0.00	11.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.50
USFS	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Training	0.00	4.00	4.00	4.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.00
Weyer/Col Timber	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Drug	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DNR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Eradication County	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
County Traffic Enforce.	6.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00
Special Contracts	0.00	19.00	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31.00
SAR County	0.00	4.50	0.00	5.00	3.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.25
SAR Title 3	10.00	0.00	26.50	6.00	1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.00
Total Overtime	37.75	143.50	36.50	56.00	48.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	322.50
Total Title 3	16.00	8.00	47.00	32.25	7.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	110.75
TOT HRS	2655.50	2570.25	2936.25	2786.75	2743.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13702.25



Skamania County Sheriff's Office

Total Traffic Citation Report, by Violation

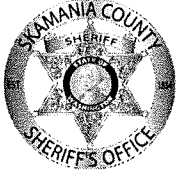
<u>Violation</u>	<u>Description</u>	<u>Total</u>
46.20.015	NVOL With I.D.	1
46.20.342	DR W/LIC PRIV SUSP	3
46.37.230	FAIL TO DIM LIGHHTS	1
46.61.400	SPEEDING	1
46.61.500	RECKLESS DRIVING	1
46.61.525	NEGLIGENT DRIVING	1
46.61.688	SAFETY BELTS REQ USE	1
6.04.090	Allow Dogs To Run At Large	1
69.50.412	DRUG PARA DEL POSS U	1
9A.52.100	VEHICLE PROWLING	1
9A.76.020	OBSTRUCT PUBL SERVAN	1

Report Totals

13

Report Includes:

All dates of issue between '00:00:00 05/01/21' and '00:00:00 06/01/21', All agencies matching 'SCSO', All issuing officers, All areas matching '21', All courts, All offense codes, All dispositions, All citation/warning types



Skamania County Sheriff's Office

Total Traffic Citation Report, by Violation

<u>Violation</u>	<u>Description</u>	<u>Total</u>
16.52.070	CRUELTY TO ANIMALS	1

Report Totals		1
----------------------	--	----------

Report Includes:

All dates of issue between `00:00:00 05/01/21` and `00:00:00 06/01/21`, All agencies matching `SCSO`, All issuing officers, All areas matching `22`, All courts, All offense codes, All dispositions, All citation/warning types

MINUTES
Stevenson Planning Commission Meeting
May 10th, 2021
6:00 PM

In Person: City Hall was limited to 20 individuals.
Mask Usage was required of all attendees.

Webinar: <https://us02web.zoom.us/j/85637388112>
Conference Call: +1.253. 215. 8782 or +1.346. 248. 7799
ID #: 856 3738 8112

Attending: Planning Commission Chair Valerie Hoy-Rhodehamel; Commissioners Auguste Zettler, Davy Ray, Jeff Breckel, Mike Beck; Community Development Director Ben Shumaker.

Public attendees: Mary Repar, Rick May, Phil Crawford, Karen Rutledge, Julie May, Tracy Gratto, Pat Rice, Brian McNamara, Kelly O'Malley McKee, John Mobley, David Wyatt and other unidentified participants.

Planning Commission Chair Valerie Hoy-Rhodehamel opened the meeting at 6:03 p.m.

A. Preliminary Matters

1. Public Comment Expectations:

PC Chair Valerie Hoy-Rhodehamel explained the public comment process and how to use the online tools to remotely participate. Please raise hand to comment, and limit comments to 3 minutes. Tools: For virtual attendees use *6 to mute/unmute & *9 to raise hand.

2. Public Comment Period: (For items not located elsewhere on the agenda)

>Mary Repar provided comments on affordable housing. She sent the Planning Commission a letter she would like to have entered into the public record. She spoke of a non-profit organization called REACH (reach.cdc.org) that purchases homes to use for affordable housing and suggested they may be worth further discussion. She encouraged thinking differently regarding home ownership or renters. She noted one definition of affordable housings indicates people should only spend 1/3 of their income for rental costs. She asked what can be done through policy and legislative changes to address the issue.

3. Minutes: March & April, 2021 Meeting Minutes.

MOTION to approve March 8th, 2021 regular Planning Commission meeting minutes, March 15th, 2021 Special Planning Commission meeting minutes and April 12th, 2021 regular Planning Commission meeting minutes as presented made by **Commissioner Beck**, seconded by **Commissioner Zettler**.

- Voting aye: **Commissioners Valerie Hoy-Rhodehamel, Auguste Zettler, Davy Ray, Jeff Breckel, Mike Beck**

B. New Business

No new business was presented.

C. Old Business

4. Zoning Amendment: Increasing Residential Building Capacity: Reestablishing Public Involvement Expectations

Community Development Director Ben Shumaker directed Commissioners to the staff report, which provided background information and history of the Planning Commission's efforts to create a responsive public engagement process using a number of communication methods. He noted there were two points of discussion before the Planning Commission regarding communication about proposed changes to the zoning districts in Stevenson:

1. Should the public involvement strategies be expanded to include an all-community Open House?

Conceptually, the Open House would be held at the Hegewald Center. The format would involve a staff preamble explaining the why, what, how questions underlying the potential zoning changes followed by break-out exercises for the public to provide guidance on specific topics (e.g., location, affordability, transportation corridors/utility services, building design, etc.)

2: Is a follow-up, all-community Town Hall appropriate to satisfy the public's need for engagement on this topic?

Conceptually, the Town Hall would also be held at the Hegewald Center. The format would involve a staff listing of potential actions gleaned from the Open House, followed by round-robin opportunities for verbal testimony and written comment sheets.

D. Discussion

The Commissioners then held an active discussion regarding what they envisioned for the structure and agenda of the Open House and/or Town Hall gatherings. Introductions of the topics by staff with information and descriptions, breakout sessions, dot voting exercises, sample street-scapes and Q/A opportunities for public input were considered. Information gathered would then be used to reflect the public input at a follow up meeting as a way to determine if comments received were interpreted correctly. It was agreed a more formal facilitated meeting would be best. **Commissioner Breckel** maintained it would be beneficial to clearly state all the reasons why the Planning Commission started down the rezone path in order to quell rumors and misinformation. He said he would like to see a joint Planning Commission and City Council endeavor regarding how to best engage the public.

All Commissioners were in favor of the expanded communication opportunities provided through an open house. **PC Chair Hoy-Rhodehamel** stated it would be easier to explain the R3 rezone, as the maps were hard to follow. **Commissioner Beck** asked to have all stakeholders invited, not just residents. He received confirmation from Shumaker there was no time limit, and grant extensions were being worked on. **Commissioners Ray and Zettler** echoed the positive response, with **Commissioner Zettler** stating it would be good to have all voices heard, as some people think they are not being listened to.

At 6:27 p.m. **Planning Commission Chair Hoy-Rhodehamel** opened the meeting to public comments. Following is a summary of the comments received:

- >Rick May suggested the Planning Commission members review information in the Johnson Economic Report and the recently completed Skamania County Housing Needs Analysis for guidance regarding affordable housing.
- >Phil Crawford advocated for a more 'citizen-centric' approach to city government. He agreed with getting all stakeholders involved, noting it would be hard work but doable. He complimented **Community Development Director Shumaker** on the work he has done to get the word out regarding the zoning proposals.
- >Tracy Gratto agreed **Shumaker** has done tremendous work. She repeated her offer to help with organizing neighborhood meetings. Following a question from **Shumaker** she provided details on what she meant by creative engagement.
- >Brian McNamara recalled the recent moratorium on building in the downtown area galvanized many property owners and other stakeholders. He stated there will be a battle over affordable housing as there is limited buildable space in the area. He requested written meeting minutes be posted in a more timely manner and possibly printed in the local newspaper. **Commissioner Zettler** noted it was possible to put the audio recordings of meetings on the city website.
- >Julie May suggested there be time provided for residents and others to offer city staff ideas on public outreach and engagement and suggested the city invite people to offer specific input and feedback.
- >Mary Repar requested further discussions on affordable/workforce housing, with a focus on more inclusion, rather than separation, of subsidized housing units within neighborhoods. She stated she hears from residents they do not want more cars or traffic.
- >Kelly O'Malley McKee with the Stevenson Downtown Association shared that many local restaurants are having trouble re-hiring employees, and affordable housing is an issue.
- >Rick May spoke about enterprise zones and encouraging business investment in affordable housing.
- >Pat Rice suggested streamlining services in order to make building easier, and to look at what can be done within the current zoning districts rather than changing them. He called for active listening on the part of city staff, and more succinct communication to convey specific messages.
- >Phil Crawford offered it may be the time to initiate a small task force to work on communication and outreach.

Community Development Director Shumaker briefly reviewed the comments, noting none spoke of holding open houses, and questioned if there would be support for any. **Commissioner Breckel** then pointed out there were broad issues raised, with outreach only one of many topics. He suggested organizing and structuring public forums where opinions can be expressed safely and comfortably, adding the effort would provide dividends. Landlords, financial institutions and developers need to be a part of the decision making. He advised changes will take place and it would be best to think things through rather than just observe.

Commissioner Beck asked about updating the Stevenson Comprehensive Plan. The last revision was in 2013. There is no legal requirement to review the entire plan on a set schedule, but changes can be made through the two-year amendment cycles. **Commissioners Ray and Zettler** also expressed interest in examining the Comprehensive Plan, with **Commissioner Zettler** commenting the plan gives concept to future directions and decisions and should stay current. **Commissioner Beck** recommended the proposed extensive outreach efforts should be included as a part of any Comprehensive Plan discussion.

Additional comments were received regarding positive community interest in holding open house style public meetings with Planning Commission and City Council members in attendance; suggestions on zoning density, and a request to have a more rapid response process for some issues.

Commissioner Breckel agreed to work with **Community Development Director Shumaker** in forming a sub-committee, participate in meetings and provide a report about public outreach strategies to the Planning Commission at the June 2021 PC meeting.

5. Staff & Commission Reports: ICMA Fellowship (Parking Intern); Public Tree Preservation Plan, Columbia Realignment Project

- **Community Development Director Shumaker** shared that interviews are scheduled with intern applicants for the city parking analysis, with the intent to have them start in mid-June.
- The DNR funded Tree Management Plan is underway, with an inventory and assessment of tree values and conditions a goal. Maintenance, preservation and management methods are also being established.
- The Columbia Realignment Project has received funding for further studies. There will be a more thorough look for contamination, with remediation performed if found. The purpose is to get the area back into productive use and includes some support for additional parking analysis/evaluation of fee-in-lieu programs

6. Thought of the Month: None

E. Adjournment

The meeting was declared adjourned at 7:40 p.m. by **Planning Commission Chair Valerie Hoy-Rhodehamel**.

Minutes prepared by Johanna Roe

TREASURERS REPORT

Fund Totals

City Of Stevenson

05/01/2021 To: 05/31/2021

Time: 15:41:16 Date: 06/04/2021

Page: 1

Fund	Previous Balance	Revenue	Expenditures	Ending Balance	Claims Clearing	Payroll Clearing	Outstanding Deposits	Adjusted Ending Balance
001 General Expense Fund	810,468.23	207,225.60	60,813.51	956,880.32	1,685.50	10,557.85	-182.73	968,940.94
010 General Reserve Fund	326,705.62	0.00		326,705.62	0.00	0.00	0.00	326,705.62
020 Fire Reserve Fund	1,564,616.67	0.00		1,564,616.67	0.00	0.00	0.00	1,564,616.67
100 Street Fund	302,360.17	36,384.17	30,816.56	307,927.78	0.00	1,102.70	0.00	309,030.48
103 Tourism Promo & Develop Fund	636,320.85	26,321.28	26,944.30	635,697.83	0.00	60.27	0.00	635,758.10
105 Affordable Housing Fund	2,401.43	384.63		2,786.06	0.00	0.00	0.00	2,786.06
300 Capital Improvement Fund	123,288.98	3,331.95		126,620.93	0.00	0.00	0.00	126,620.93
309 Russell Ave	-119.36	0.00		-119.36	0.00	0.00	0.00	-119.36
311 First Street	-23,469.71	0.00		-23,469.71	0.00	0.00	0.00	-23,469.71
400 Water/Sewer Fund	1,248,657.92	171,308.35	131,615.16	1,288,351.11	26,584.10	4,187.25	-4,556.91	1,314,565.55
406 Wastewater Short Lived Asset Reserve Fund	21,779.00	0.00		21,779.00	0.00	0.00	0.00	21,779.00
408 Wastewater Debt Reserve Fund	61,191.00	0.00		61,191.00	0.00	0.00	0.00	61,191.00
410 Wastewater System Upgrades	-2,317.22	0.00	29,759.65	-32,076.87	0.00	0.00	0.00	-32,076.87
500 Equipment Service Fund	192,082.29	9,308.15	8,101.26	193,289.18	0.00	354.29	0.00	193,643.47
630 Stevenson Municipal Court	0.00	1,207.04	1,207.04	0.00	0.00	0.00	0.00	0.00
	<u>5,263,965.87</u>	<u>455,471.17</u>	<u>289,257.48</u>	<u>5,430,179.56</u>	<u>28,269.60</u>	<u>16,262.36</u>	<u>-4,739.64</u>	<u>5,469,971.88</u>

TREASURERS REPORT

Account Totals

City Of Stevenson

05/01/2021 To: 05/31/2021

Time: 15:41:16 Date: 06/04/2021

Page: 2

Cash Accounts		Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
1	Checking	2,369,919.25	418,639.75	280,051.09	2,508,507.91	-4,401.06	44,531.96	2,548,638.81
10	Xpress Bill Pay	33,799.34	27,567.80	0.00	61,367.14	-338.58	0.00	61,028.56
11	Cash Drawer	100.00	0.00	0.00	100.00	0.00	0.00	100.00
12	Petty Cash	400.00	0.00	0.00	400.00	0.00	0.00	400.00
20	Opus	71,946.64	0.61	0.00	71,947.25	0.00	0.00	71,947.25
Total Cash:		2,476,165.23	446,208.16	280,051.09	2,642,322.30	-4,739.64	44,531.96	2,682,114.62
Investment Accounts		Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
5	LGIP	872,336.09	56.62	0.00	872,392.71	0.00	0.00	872,392.71
6	US Bank Safekeeping	1,915,464.55	0.00	0.00	1,915,464.55	0.00	0.00	1,915,464.55
Total Investments:		2,787,800.64	56.62	0.00	2,787,857.26	0.00	0.00	2,787,857.26
		5,263,965.87	446,264.78	280,051.09	5,430,179.56	-4,739.64	44,531.96	5,469,971.88

TREASURERS REPORT
Fund Investments By Account

City Of Stevenson

05/01/2021 To: 05/31/2021

Time: 15:41:16 Date: 06/04/2021
Page: 3

Fund Totals:	Previous Balance	Purchases	Interest	Total Investments	Liquidated	Ending Balance
001 000 General Expense Fund	204,176.01		19.42	19.42		204,195.43
100 000 Street Fund	26,034.90		2.48	2.48		26,037.38
103 000 Tourism Promo & Develop Fund	231,572.53		22.02	22.02		231,594.55
300 000 Capital Improvement Fund	6,280.88		0.60	0.60		6,281.48
400 000 Water/Sewer Fund	108,699.97		10.34	10.34		108,710.31
500 000 Equipment Service Fund	18,660.59		1.76	1.76		18,662.35
5 - LGIP	<u>595,424.88</u>	<u>0.00</u>	<u>56.62</u>	<u>56.62</u>		<u>595,481.50</u>
001 000 General Expense Fund	426,045.00					426,045.00
103 000 Tourism Promo & Develop Fund	320,417.69					320,417.69
300 000 Capital Improvement Fund	25,549.13					25,549.13
400 000 Water/Sewer Fund	285,600.57					285,600.57
500 000 Equipment Service Fund	10,218.68					10,218.68
6 - US Bank Safekeeping	<u>1,067,831.07</u>	<u>0.00</u>	<u>0.00</u>			<u>1,067,831.07</u>
	<u>1,663,255.95</u>	<u>0.00</u>	<u>56.62</u>	<u>56.62</u>		<u>1,663,312.57</u>

TREASURERS REPORT
Fund Investment Totals

City Of Stevenson

05/01/2021 To: 05/31/2021

Time: 15:41:16 Date: 06/04/2021
Page: 4

Fund Totals:	Previous Balance	Purchases	Interest	Ttl Investments	Liquidated	Investment Bal	Available Cash
001 General Expense Fund	630,221.01		19.42	19.42		630,240.43	326,639.89
010 General Reserve Fund						0.00	326,705.62
020 Fire Reserve Fund						0.00	1,564,616.67
100 Street Fund	26,034.90		2.48	2.48		26,037.38	281,890.40
103 Tourism Promo & Develop Fund	551,990.22		22.02	22.02		552,012.24	83,685.59
105 Affordable Housing Fund						0.00	2,786.06
300 Capital Improvement Fund	31,830.01		0.60	0.60		31,830.61	94,790.32
309 Russell Ave						0.00	-119.36
311 First Street						0.00	-23,469.71
400 Water/Sewer Fund	394,300.54		10.34	10.34		394,310.88	894,040.23
406 Wastewater Short Lived Asset Reserve Fund						0.00	21,779.00
408 Wastewater Debt Reserve Fund						0.00	61,191.00
410 Wastewater System Upgrades						0.00	-32,076.87
500 Equipment Service Fund	28,879.27		1.76	1.76		28,881.03	164,408.15
	<u>1,663,255.95</u>		<u>56.62</u>	<u>56.62</u>		<u>1,663,312.57</u>	<u>3,766,866.99</u>

Ending fund balance (Page 1) - Investment balance = Available cash.

5,430,179.56

TREASURERS REPORT
Outstanding Vouchers

City Of Stevenson

As Of: 05/31/2021 Date: 06/04/2021
Time: 15:41:16 Page: 5

Year	Trans#	Date	Type	Acct#	War#	Vendor	Amount	Memo
2021	1298	05/28/2021	Tr Rec	1		Telephone Tax Vendor	1.33	MCI Communications Services LLC,
2021	1299	05/28/2021	Tr Rec	1		Telephone Tax Vendor	5.73	Seattle SMSA Limited Partnership
2021	1300	05/28/2021	Tr Rec	1		Telephone Tax Vendor	125.62	Cellco Partnership
2021	1301	05/28/2021	Tr Rec	1		Telephone Tax Vendor	48.67	Mitel Cloud Services Inc.
2021	1302	05/28/2021	Tr Rec	1		Telephone Tax Vendor	1.00	Alltel Corp.
2021	1303	05/28/2021	Tr Rec	1		Telephone Tax Vendor	0.38	Visible Service LLC
2021	1304	05/28/2021	Util Pay	1		Batch Payments	451.12	
2021	1305	05/28/2021	Util Pay	1		Batch Payments	1,291.37	
2021	1306	05/28/2021	Util Pay	1		Xpress Billpay	2,475.84	Xpress Import - CC - 05-28-2021__daily_batch.csv
Receipts Outstanding:							4,401.06	
2021	1265	05/31/2021	Payroll	1	EFT	Colonial Life	202.27	Pay Cycle(s) 05/31/2021 To 05/31/2021 - Disability; Pay Cycle(s) 05/31/2021 To 05/31/2021 - Life Insurance; Pay Cycle(s) 05/31/2021 To 05/31/2021 - Accident
2021	1269	05/31/2021	Payroll	1	EFT	State of WA Dept of Social & Health Serv	380.26	Pay Cycle(s) 05/31/2021 To 05/31/2021 - WA Child Support
2021	1266	05/31/2021	Payroll	1	EFT	Department of Retirement Systems	14,515.10	Pay Cycle(s) 05/31/2021 To 05/31/2021 - PERS2; Pay Cycle(s) 05/31/2021 To 05/31/2021 - DCP
2021	869	04/15/2021	Claims	1	15080	Gregory Scott Cheney	352.50	March 2021 Indigent Defense
2021	1040	04/30/2021	Payroll	1	15129	Stevenson Fire Association	69.07	Pay Cycle(s) 04/30/2021 To 04/30/2021 - Fire Association
2021	1179	05/20/2021	Claims	1	15133	ABC Forms LLC	554.75	Water/Sewer Bill Cards
2021	1182	05/20/2021	Claims	1	15136	BSK Associates	2,057.75	April 2021 WTP Sampling; April 2021 WWTP Sampling
2021	1195	05/20/2021	Claims	1	15149	Department of Commerce	23,971.60	2021 Base Res Loan Payment
2021	1211	05/20/2021	Claims	1	15165	Skamania County Prosecutor	1,333.00	May 2021 Remittance
2021	1270	05/31/2021	Payroll	1	15176	City of Stevenson	319.38	Pay Cycle(s) 05/31/2021 To 05/31/2021 - City Payback
2021	1271	05/31/2021	Payroll	1	15177	HRA VEBA Trust Contributions	500.00	Pay Cycle(s) 05/31/2021 To 05/31/2021 - HRA VEBA
2021	1272	05/31/2021	Payroll	1	15178	Stevenson Fire Association	69.07	Pay Cycle(s) 05/31/2021 To 05/31/2021 - Fire Association
2021	1273	05/31/2021	Payroll	1	15179	WGAP Washington Gorge Action Program	207.21	Pay Cycle(s) 05/31/2021 To 05/31/2021 - Food Bank
							44,531.96	
2021	1296	05/27/2021	Util Pay	10		Xpress Billpay	157.00	Xpress Import - iPay - 05-27-2021__daily_batch.csv
2021	1307	05/28/2021	Util Pay	10		Xpress Billpay	131.58	Xpress Import - EFT - 05-28-2021__daily_batch.csv
2021	1308	05/28/2021	Util Pay	10		Xpress Billpay	50.00	Xpress Import - CheckFree - 05-28-2021__daily_ba
Receipts Outstanding:							338.58	

TREASURERS REPORT
Outstanding Vouchers

City Of Stevenson

As Of: 05/31/2021 Date: 06/04/2021
Time: 15:41:16 Page: 6

Year	Trans#	Date	Type	Acct#	War#	Vendor	Amount	Memo
------	--------	------	------	-------	------	--------	--------	------

44,531.96

Fund	Claims	Payroll	Total
001 General Expense Fund	1,685.50	10,557.85	12,243.35
100 Street Fund	0.00	1,102.70	1,102.70
103 Tourism Promo & Develop Fund	0.00	60.27	60.27
400 Water/Sewer Fund	26,584.10	4,187.25	30,771.35
500 Equipment Service Fund	0.00	354.29	354.29
	28,269.60	16,262.36	44,531.96

TREASURERS REPORT

Signature Page

City Of Stevenson

05/01/2021 To: 05/31/2021

Time: 15:41:16 Date: 06/04/2021

Page: 7

We the undersigned officers for the City of Stevenson have reviewed the foregoing report and acknowledge that to the best of our knowledge this report is accurate and true:

Signed: _____ Signed: _____
City Administrator / Date Deputy Clerk-Treasurer / Date

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 1

001 General Expense Fund Months: 01 To: 05

Revenues	Amt Budgeted	Revenues	Remaining	
100 Unreserved	785,783.69	785,783.69	0.00	100.0%
102 Unemployment Reserve	33,413.82	33,413.82	0.00	100.0%
104 Custodial Reserve	51,135.13	51,135.13	0.00	100.0%
308 Beginning Balances	870,332.64	870,332.64	0.00	100.0%
311 Property Tax	486,702.34	240,347.38	246,354.96	49.4%
313 Sales Tax	245,000.00	102,728.27	142,271.73	41.9%
316 Utility Tax	35,500.00	25,485.30	10,014.70	71.8%
317 Other Tax	16,000.00	12,740.07	3,259.93	79.6%
310 Taxes	783,202.34	381,301.02	401,901.32	48.7%
321 Licenses	2,900.00	2,041.68	858.32	70.4%
322 Permits	0.00	0.00	0.00	0.0%
320 Licenses & Permits	2,900.00	2,041.68	858.32	70.4%
330 Grants	261,000.00	86,162.18	174,837.82	33.0%
335 State Shared	11,000.00	0.00	11,000.00	0.0%
336 State Entitlements, Impact Payments & Taxe	16,657.25	9,836.90	6,820.35	59.1%
330 Intergovernmental Revenues	288,657.25	95,999.08	192,658.17	33.3%
341 Other	126,000.00	4,744.90	121,255.10	3.8%
342 Fire District 2	32,700.00	18,295.86	14,404.14	56.0%
345 Planning	4,500.00	6,897.00	(2,397.00)	153.3%
346 Building	0.00	0.00	0.00	0.0%
340 Charges For Goods & Services	163,200.00	29,937.76	133,262.24	18.3%
350 Fines & Penalties	10,700.00	8,066.83	2,633.17	75.4%
360 Interest & Other Earnings	5,500.00	5,948.93	(448.93)	108.2%
380 Non Revenues	0.00	0.00	0.00	0.0%
Fund Revenues:	2,124,492.23	1,393,627.94	730,864.29	65.6%
Expenditures	Amt Budgeted	Expenditures	Remaining	
511 Legislative	22,000.00	7,185.16	14,814.84	32.7%
512 Judicial	61,200.00	21,150.24	40,049.76	34.6%
513 Executive	113,825.00	46,343.18	67,481.82	40.7%
514 Financial, Recording & Elections	114,450.00	37,593.23	76,856.77	32.8%
515 Legal Services	31,500.00	8,106.00	23,394.00	25.7%
517 Employee Benefit Programs	525.00	25.00	500.00	4.8%
518 Centralized Services	67,830.29	40,589.98	27,240.31	59.8%
521 Law Enforcement	194,205.87	83,241.02	110,964.85	42.9%
202 Fire Department	111,150.00	21,521.07	89,628.93	19.4%
203 Fire District 2	20,750.00	9,489.99	11,260.01	45.7%
522 Fire Control	131,900.00	31,011.06	100,888.94	23.5%
528 Dispatch Services	6,000.00	3,171.09	2,828.91	52.9%
551 Public Housing Services	250,000.00	86,162.18	163,837.82	34.5%
553 Conservation	300.00	458.60	(158.60)	152.9%
554 Environmental Services	0.00	0.00	0.00	0.0%
550 Building	0.00	92.43	(92.43)	0.0%

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 2

001 General Expense Fund Months: 01 To: 05

Expenditures	Amt Budgeted	Expenditures	Remaining	
558 Planning & Community Devel				
560 Planning	167,730.00	62,862.84	104,867.16	37.5%
570 Economic Development	13,890.00	0.00	13,890.00	0.0%
558 Planning & Community Devel	181,620.00	62,955.27	118,664.73	34.7%
565 Welfare	10,000.00	0.00	10,000.00	0.0%
566 Substance Abuse	150.00	113.93	36.07	76.0%
573 Cultural & Community Activities	6,500.00	55.56	6,444.44	0.9%
576 Park Facilities	88,660.00	8,931.31	79,728.69	10.1%
580 Non Expenditures	0.00	(345.19)	345.19	0.0%
597 Interfund Transfers	25,000.00	0.00	25,000.00	0.0%
100 Unreserved	734,276.94	0.00	734,276.94	0.0%
102 Unemployment Reserve	33,414.00	0.00	33,414.00	0.0%
104 Custodial Reserve	51,135.13	0.00	51,135.13	0.0%
999 Ending Balance	818,826.07	0.00	818,826.07	0.0%
Fund Expenditures:	2,124,492.23	436,747.62	1,687,744.61	20.6%
Fund Excess/(Deficit):	0.00	956,880.32		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 3

010 General Reserve Fund Months: 01 To: 05

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	326,705.62	326,705.62	0.00	100.0%
360 Interest & Other Earnings	0.00	0.00	0.00	0.0%
Fund Revenues:	326,705.62	326,705.62	0.00	100.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	326,705.62	0.00	326,705.62	0.0%
Fund Expenditures:	326,705.62	0.00	326,705.62	0.0%
Fund Excess/(Deficit):	0.00	326,705.62		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 4

020 Fire Reserve Fund		Months: 01 To: 05			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	1,564,616.67	1,564,616.67	0.00	100.0%	
360 Interest & Other Earnings	0.00	0.00	0.00	0.0%	
397 Interfund Transfers	25,000.00	0.00	25,000.00	0.0%	
Fund Revenues:	1,589,616.67	1,564,616.67	25,000.00	98.4%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
999 Ending Balance	1,589,616.67	0.00	1,589,616.67	0.0%	
Fund Expenditures:	1,589,616.67	0.00	1,589,616.67	0.0%	
Fund Excess/(Deficit):	0.00	1,564,616.67			

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 5

100 Street Fund		Months: 01 To: 05			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	310,691.94	310,691.94	0.00	100.0%	
310 Taxes	275,000.00	122,906.48	152,093.52	44.7%	
320 Licenses & Permits	600.00	125.00	475.00	20.8%	
330 Intergovernmental Revenues	70,444.40	15,243.31	55,201.09	21.6%	
360 Interest & Other Earnings	0.00	17.83	(17.83)	0.0%	
390 Other Financing Sources	0.00	5,392.43	(5,392.43)	0.0%	
397 Interfund Transfers	30,000.00	0.00	30,000.00	0.0%	
Fund Revenues:	686,736.34	454,376.99	232,359.35	66.2%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
542 Streets - Maintenance	289,700.00	100,936.53	188,763.47	34.8%	
543 Streets Admin & Overhead	100,350.00	12,241.53	88,108.47	12.2%	
544 Road & Street Operations	39,500.00	68.80	39,431.20	0.2%	
566 Substance Abuse	0.00	0.00	0.00	0.0%	
594 Capital Expenditures	199,000.00	33,202.35	165,797.65	16.7%	
597 Interfund Transfers	0.00	0.00	0.00	0.0%	
999 Ending Balance	58,186.34	0.00	58,186.34	0.0%	
Fund Expenditures:	686,736.34	146,449.21	540,287.13	21.3%	
Fund Excess/(Deficit):	0.00	307,927.78			

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 6

103 Tourism Promo & Develop Fund Months: 01 To: 05

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	616,600.17	616,600.17	0.00	100.0%
310 Taxes	300,000.00	93,372.89	206,627.11	31.1%
360 Interest & Other Earnings	0.00	4,175.76	(4,175.76)	0.0%
Fund Revenues:	916,600.17	714,148.82	202,451.35	77.9%
Expenditures	Amt Budgeted	Expenditures	Remaining	
573 Cultural & Community Activities	368,100.00	78,450.99	289,649.01	21.3%
594 Capital Expenditures	230,000.00	0.00	230,000.00	0.0%
999 Ending Balance	318,500.17	0.00	318,500.17	0.0%
Fund Expenditures:	916,600.17	78,450.99	838,149.18	8.6%
Fund Excess/(Deficit):	0.00	635,697.83		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 7

105 Affordable Housing Fund Months: 01 To: 05

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	1,215.61	1,215.61	0.00	100.0%
310 Taxes	15,000.00	1,570.45	13,429.55	10.5%
Fund Revenues:	16,215.61	2,786.06	13,429.55	17.2%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	16,215.61	0.00	16,215.61	0.0%
Fund Expenditures:	16,215.61	0.00	16,215.61	0.0%
Fund Excess/(Deficit):	0.00	2,786.06		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 8

300 Capital Improvement Fund		Months: 01 To: 05		
Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	107,273.57	107,273.57	0.00	100.0%
310 Taxes	20,000.00	19,022.73	977.27	95.1%
360 Interest & Other Earnings	0.00	324.63	(324.63)	0.0%
Fund Revenues:	127,273.57	126,620.93	652.64	99.5%
Expenditures	Amt Budgeted	Expenditures	Remaining	
597 Interfund Transfers	73,700.00	0.00	73,700.00	0.0%
999 Ending Balance	53,573.57	0.00	53,573.57	0.0%
Fund Expenditures:	127,273.57	0.00	127,273.57	0.0%
Fund Excess/(Deficit):	0.00	126,620.93		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 9

309 Russell Ave		Months: 01 To: 05			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	(119.36)	(119.36)	0.00	100.0%	
330 Intergovernmental Revenues	119.36	0.00	119.36	0.0%	
Fund Revenues:	0.00	(119.36)	119.36	0.0%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
594 Capital Expenditures	0.00	0.00	0.00	0.0%	
999 Ending Balance	0.00	0.00	0.00	0.0%	
Fund Expenditures:	0.00	0.00	0.00	0.0%	
Fund Excess/(Deficit):	0.00	(119.36)			

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 10

311 First Street		Months: 01 To: 05			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	(40,966.57)	(40,966.57)	0.00	100.0%	
330 Intergovernmental Revenues	616,366.57	49,972.03	566,394.54	8.1%	
397 Interfund Transfers	43,700.00	0.00	43,700.00	0.0%	
Fund Revenues:	619,100.00	9,005.46	610,094.54	1.5%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
594 Capital Expenditures	619,100.00	32,475.17	586,624.83	5.2%	
999 Ending Balance	0.00	0.00	0.00	0.0%	
Fund Expenditures:	619,100.00	32,475.17	586,624.83	5.2%	
Fund Excess/(Deficit):	0.00	(23,469.71)			

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 11

400 Water/Sewer Fund		Months: 01 To: 05			
Revenues	Amt Budgeted	Revenues	Remaining		
400 Water/Sewer	215,714.63	215,714.63	0.00	100.0%	
401 Water	368,088.95	368,088.95	0.00	100.0%	
402 Sewer	303,770.27	303,770.27	0.00	100.0%	
308 Beginning Balances	887,573.85	887,573.85	0.00	100.0%	
330 Intergovernmental Revenues	1,000.00	94,923.00	(93,923.00)	9492.3%	
343 Water	647,100.00	275,357.20	371,742.80	42.6%	
344 Sewer	906,200.00	417,302.05	488,897.95	46.0%	
340 Charges For Goods & Services	1,553,300.00	692,659.25	860,640.75	44.6%	
343 Water	46,674.00	77,431.00	(30,757.00)	165.9%	
344 Sewer	56,532.00	56,112.00	420.00	99.3%	
400 Water/Sewer	4,000.00	3,722.11	277.89	93.1%	
360 Interest & Other Earnings	107,206.00	137,265.11	(30,059.11)	128.0%	
380 Non Revenues	0.00	0.00	0.00	0.0%	
Fund Revenues:	2,549,079.85	1,812,421.21	736,658.64	71.1%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
534 Water Utilities	521,260.00	204,675.86	316,584.14	39.3%	
535 Sewer	809,100.00	217,433.58	591,666.42	26.9%	
534 Water	61,489.07	42,529.44	18,959.63	69.2%	
535 Sewer	32,670.00	0.00	32,670.00	0.0%	
591 Debt Service	94,159.07	42,529.44	51,629.63	45.2%	
594 Capital Expenditures	109,500.00	57,981.22	51,518.78	53.0%	
597 Interfund Transfers	121,779.00	1,450.00	120,329.00	1.2%	
400 Water/Sewer	218,216.56	0.00	218,216.56	0.0%	
401 Water	314,762.95	0.00	314,762.95	0.0%	
402 Sewer	360,302.27	0.00	360,302.27	0.0%	
999 Ending Balance	893,281.78	0.00	893,281.78	0.0%	
Fund Expenditures:	2,549,079.85	524,070.10	2,025,009.75	20.6%	
Fund Excess/(Deficit):	0.00	1,288,351.11			

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 12

406 Wastewater Short Lived Asset Reserve Fund Months: 01 To: 05

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	21,779.00	21,779.00	0.00	100.0%
397 Interfund Transfers	21,779.00	0.00	21,779.00	0.0%
Fund Revenues:	43,558.00	21,779.00	21,779.00	50.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	43,558.00	0.00	43,558.00	0.0%
Fund Expenditures:	43,558.00	0.00	43,558.00	0.0%
Fund Excess/(Deficit):	0.00	21,779.00		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 13

408 Wastewater Debt Reserve Fund Months: 01 To: 05

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	61,191.00	61,191.00	0.00	100.0%
397 Interfund Transfers	0.00	0.00	0.00	0.0%
Fund Revenues:	61,191.00	61,191.00	0.00	100.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	61,191.00	0.00	61,191.00	0.0%
Fund Expenditures:	61,191.00	0.00	61,191.00	0.0%
Fund Excess/(Deficit):	0.00	61,191.00		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 14

410 Wastewater System Upgrades Months: 01 To: 05

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	(57,601.53)	(57,601.53)	0.00	100.0%
330 Intergovernmental Revenues	1,733,656.00	5,400.00	1,728,256.00	0.3%
390 Other Financing Sources	833,414.00	141,109.91	692,304.09	16.9%
397 Interfund Transfers	100,000.00	1,450.00	98,550.00	1.5%
Fund Revenues:	2,609,468.47	90,358.38	2,519,110.09	3.5%
Expenditures	Amt Budgeted	Expenditures	Remaining	
594 Capital Expenditures	2,609,468.47	122,435.25	2,487,033.22	4.7%
999 Ending Balance	0.00	0.00	0.00	0.0%
Fund Expenditures:	2,609,468.47	122,435.25	2,487,033.22	4.7%
Fund Excess/(Deficit):	0.00	(32,076.87)		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 15

500 Equipment Service Fund		Months: 01 To: 05		
Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	190,947.57	190,947.57	0.00	100.0%
340 Charges For Goods & Services	150,000.00	51,708.42	98,291.58	34.5%
360 Interest & Other Earnings	0.00	140.89	(140.89)	0.0%
390 Other Financing Sources	0.00	0.00	0.00	0.0%
Fund Revenues:	340,947.57	242,796.88	98,150.69	71.2%
Expenditures	Amt Budgeted	Expenditures	Remaining	
548 Public Works - Centralized Services	107,750.00	49,507.70	58,242.30	45.9%
594 Capital Expenditures	45,000.00	0.00	45,000.00	0.0%
999 Ending Balance	188,197.57	0.00	188,197.57	0.0%
Fund Expenditures:	340,947.57	49,507.70	291,439.87	14.5%
Fund Excess/(Deficit):	0.00	193,289.18		

2021 BUDGET POSITION

City Of Stevenson

Time: 15:38:02 Date: 06/04/2021

Page: 16

630 Stevenson Municipal Court		Months: 01 To: 05			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	0.00	0.00	0.00	0.0%	
380 Non Revenues	0.00	4,449.84	(4,449.84)	0.0%	
Fund Revenues:	0.00	4,449.84	(4,449.84)	0.0%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
580 Non Expenditures	0.00	4,449.84	(4,449.84)	0.0%	
999 Ending Balance	0.00	0.00	0.00	0.0%	
Fund Expenditures:	0.00	4,449.84	(4,449.84)	0.0%	
Fund Excess/(Deficit):	0.00	0.00			

2021 BUDGET POSITION TOTALS

City Of Stevenson

Months: 01 To: 05

Time: 15:38:02 Date: 06/04/2021

Page: 17

Fund	Revenue Budgeted	Received		Expense Budgeted	Spent	
001 General Expense Fund	2,124,492.23	1,393,627.94	65.6%	2,124,492.23	436,747.62	21%
010 General Reserve Fund	326,705.62	326,705.62	100.0%	326,705.62	0.00	0%
020 Fire Reserve Fund	1,589,616.67	1,564,616.67	98.4%	1,589,616.67	0.00	0%
100 Street Fund	686,736.34	454,376.99	66.2%	686,736.34	146,449.21	21%
103 Tourism Promo & Develop Fund	916,600.17	714,148.82	77.9%	916,600.17	78,450.99	9%
105 Affordable Housing Fund	16,215.61	2,786.06	17.2%	16,215.61	0.00	0%
300 Capital Improvement Fund	127,273.57	126,620.93	99.5%	127,273.57	0.00	0%
309 Russell Ave	0.00	-119.36	0.0%	0.00	0.00	0%
311 First Street	619,100.00	9,005.46	1.5%	619,100.00	32,475.17	5%
400 Water/Sewer Fund	2,549,079.85	1,812,421.21	71.1%	2,549,079.85	524,070.10	21%
406 Wastewater Short Lived Asset Res	43,558.00	21,779.00	50.0%	43,558.00	0.00	0%
408 Wastewater Debt Reserve Fund	61,191.00	61,191.00	100.0%	61,191.00	0.00	0%
410 Wastewater System Upgrades	2,609,468.47	90,358.38	3.5%	2,609,468.47	122,435.25	5%
500 Equipment Service Fund	340,947.57	242,796.88	71.2%	340,947.57	49,507.70	15%
630 Stevenson Municipal Court	0.00	4,449.84	0.0%	0.00	4,449.84	0%
	<u>12,010,985.10</u>	<u>6,824,765.44</u>	<u>56.8%</u>	<u>12,010,985.10</u>	<u>1,394,585.88</u>	<u>11.6%</u>

Project Status Updates

JUNE 10, 2021

[COMPLETED](#)

[ONGOING](#)

[ON-HOLD](#)

Completed Projects

[Rock Creek Run-off Testing](#) – Staff collected samples on 4/19/21. Results came back on 5/5/21 and a staff report is being prepared for presentation to council in the June 17th council packet.

Rock Creek Run-off Testing

Project consists of testing water and soil samples of water run-off from Skamania Lodge property for contaminants related to old landfill site.

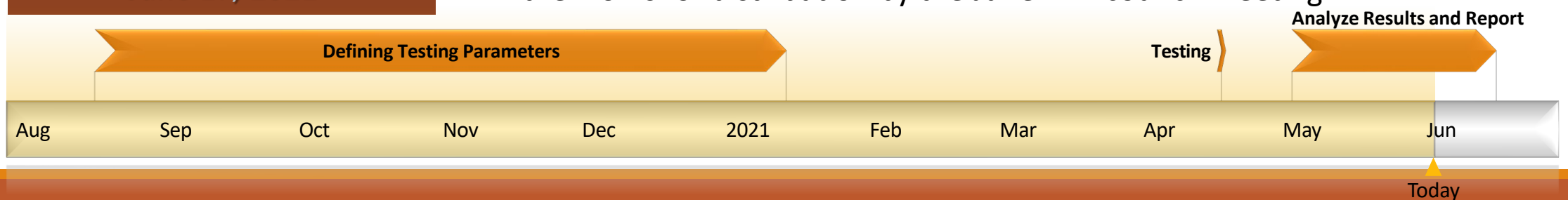


Current Project Status:

Planned Completion Date:

June 17, 2021

Testing took place Monday, April 19th. Results are back and a report is in the works for distribution by the June 17th council meeting.



Ongoing Projects

[Tree Preservation Plan](#) (6/7/21)

[Residential Capacity](#) (6/7/21)

[Shoreline Master Program Update](#) (6/7/21)

[First Street Overlook](#) (6/7/21)

[Hegewald Well](#) (4/6/21)

[Rock Creek Stormwater](#) (4/6/21)

[Facility Dude](#) (6/10/21)

[Transportation Study](#) (6/10/21)

[City Hall Security](#) (6/7/21)

[Capital Improvement Program](#) (4/6/21)

[WW Upgrades](#) (6/7/21)

[City Website Redesign](#) (5/3/21)

[Downtown Plan](#) (5/14/21)

[Columbia Realignment](#) (5/10/21)

Tree Preservation Plan (10a)

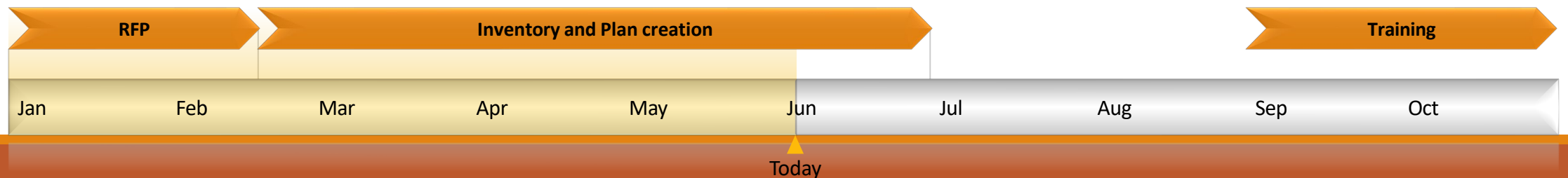
Project consists of creating an inventory of current resources, adoption of a management plan for those resources, staff training, ongoing plan updates and identification of future demonstration projects.



Planned Completion Date:
December 31, 2021

Current Project Status:

The tree inventory is scheduled for June 15-18th and training is scheduled for October.

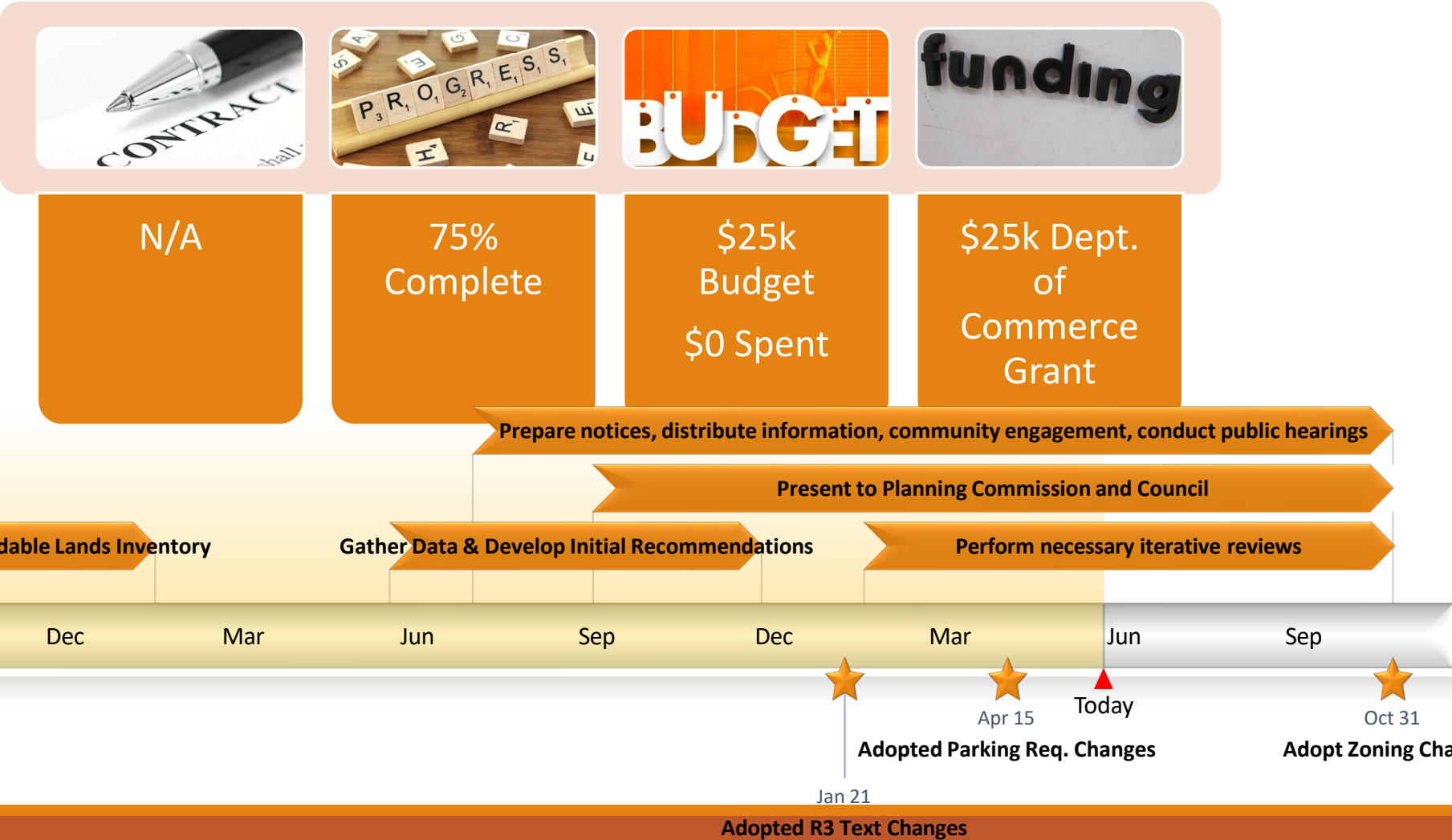


Residential Capacity (5 & 7)

Project consists of evaluating and modifying City regulations which limit residential development. More information can be found on the city website at <http://ci.stevenson.wa.us/letsbuild/>.

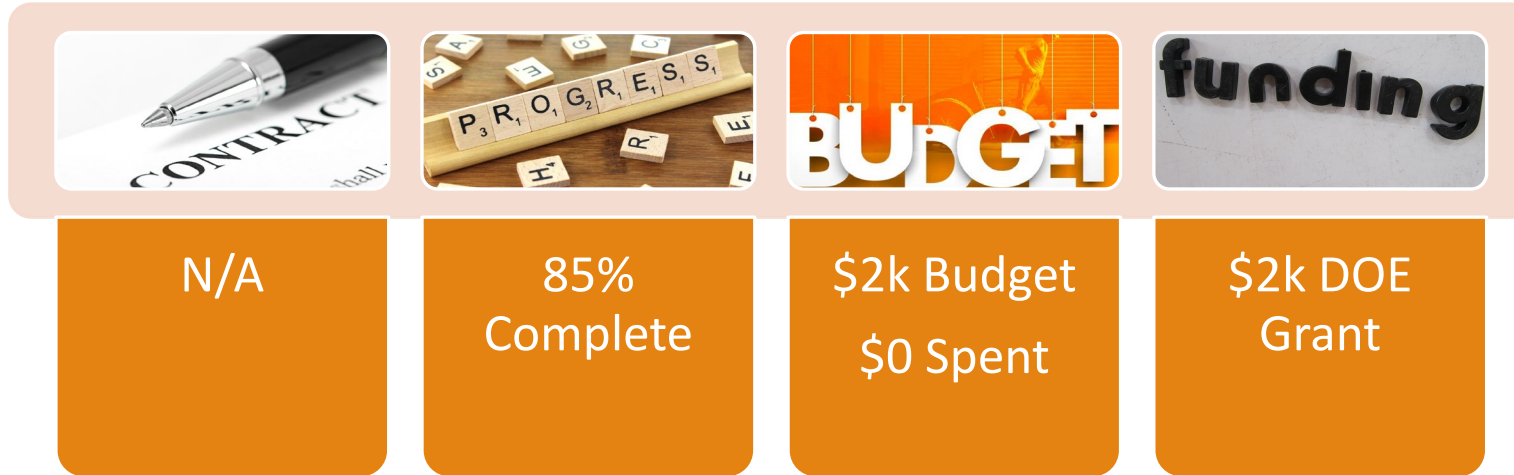
Project delayed for more public involvement. A path forward will be determined at the June 14th Planning Commission meeting.

Planned Completion Date:
October 31, 2021



Shoreline Master Program Update

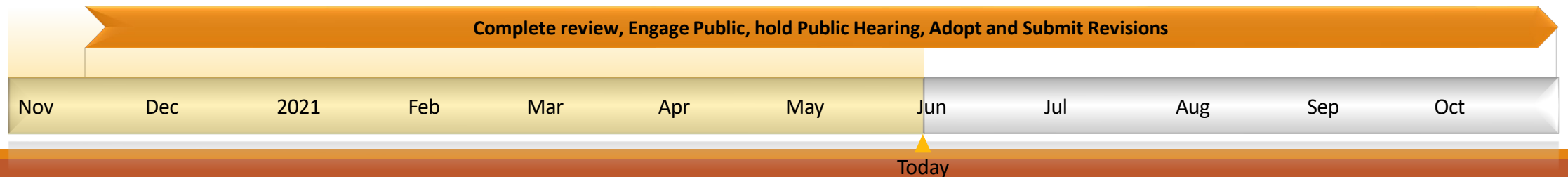
Project consists of conducting the regulatory periodic review of the city’s Shoreline Master Program to assure consistency with laws, regulations and plans and address amendments as needed. More information can be found on the city’s website at <http://ci.stevenson.wa.us/shorelines/>.



Current Project Status:

Planned Completion Date:
October 31, 2021

Working with Ecology on required and recommended changes. The final report will be submitted by the end of June for the grant. Revisions will move through the process in early fall.



First Street Overlook (2e)

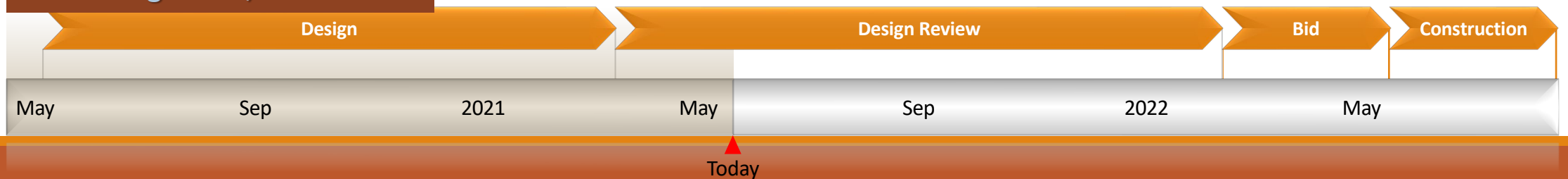
Project consists of crosswalk striping, vegetated curb extensions, new sidewalk, pedestrian overlook, path connecting to existing waterfront path and streetscaping.



Current Project Status:

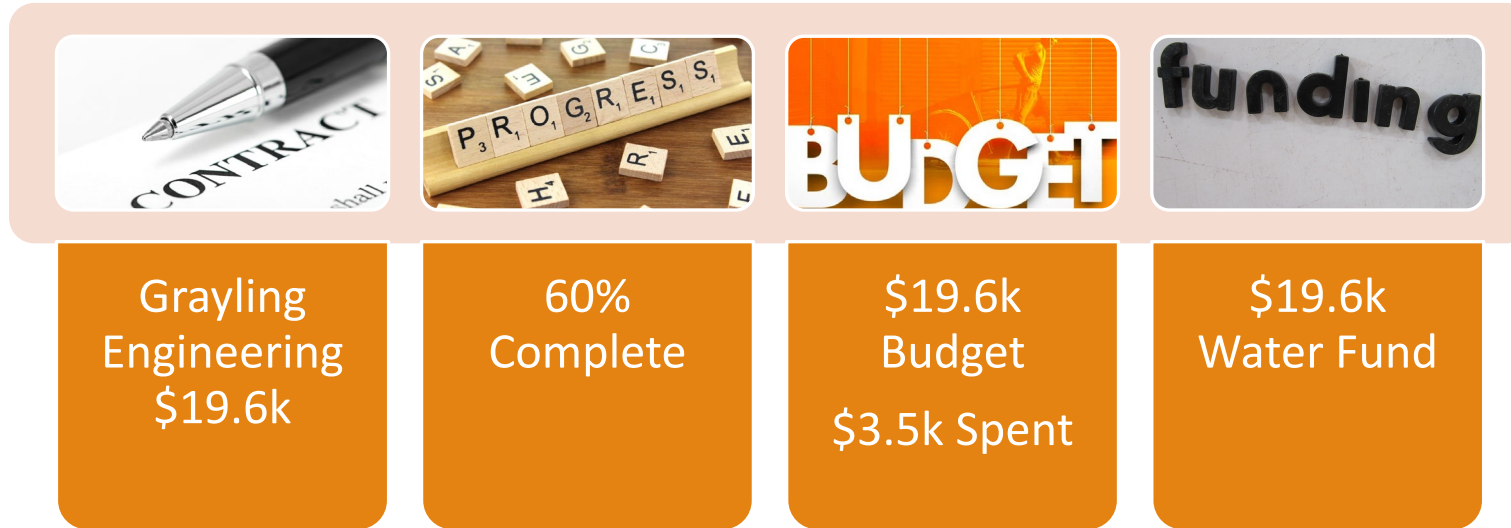
Planned Completion Date:
August 31, 2022

Working out final details with WSDOT. Construction is delayed until next summer.



Hegewald Well (4c)

Project, rolled from 2020, consists of analyzing and designing improvements needed at the Hegewald well to convert it from an emergency source to a permanent water source.



Current Project Status:

Working on cost-analysis for treatment options.

Planned Completion Date:

December 31, 2021



Facility Dude (1a & 5a)

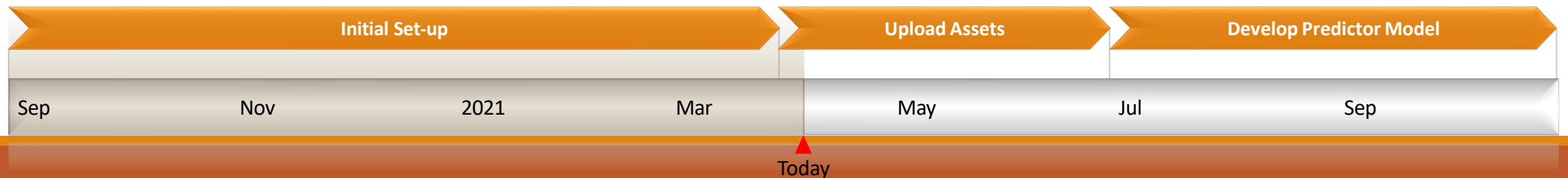
Project, rolled from 2020, consists of implementing a work order and asset management system with a predictor model to determine reserve needs.



Planned Completion Date:
December 31, 2021

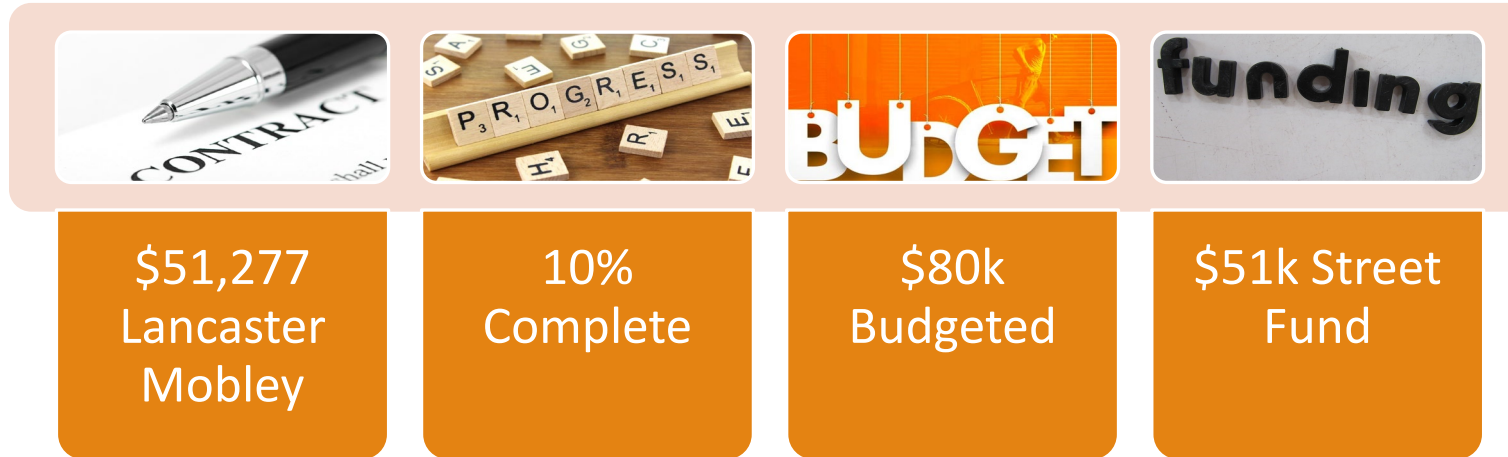
Current Project Status:

Employees are testing out the system, entering work orders and data. Assets will be uploaded by September for use in the predictor model.



Transportation Study (2a)

Project consists of conducting a city-wide traffic study to allow for safe and easy flow of traffic and assist with identifying and prioritizing improvements.

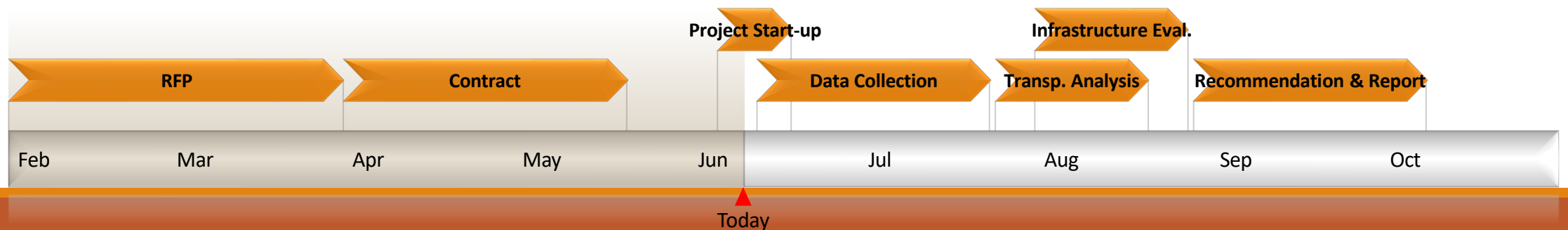


Current Project Status:

Planned Completion Date:

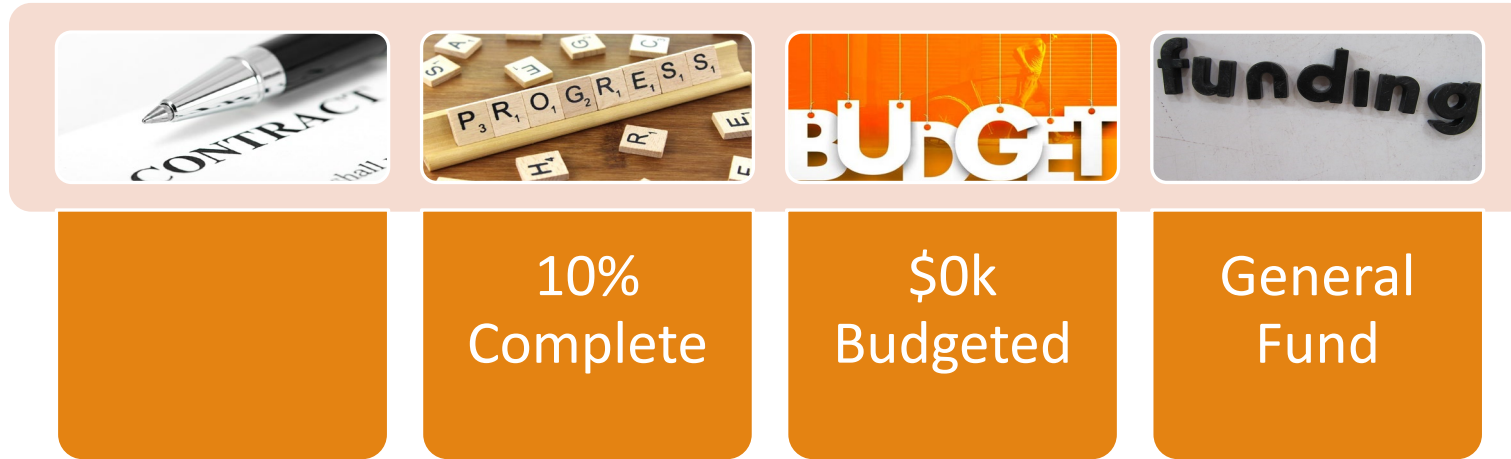
October 31, 2021

Data collection using traffic counting cameras will begin next week. The cameras do not have face recognition, nor do they record license plates, they are only tracking and reporting traffic patterns.



City Hall Security (15)

Project consists of evaluating and implementing security enhancements to City Hall and the Fire Hall.



Current Project Status:

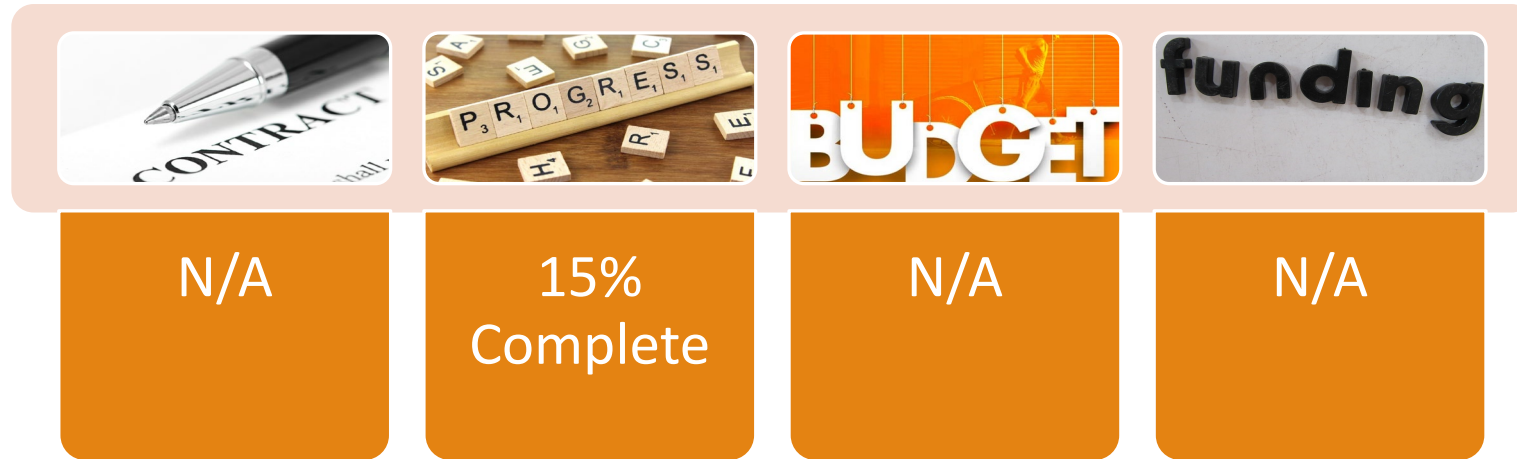
Planned Completion Date:
December 31, 2021

The city installed SimpliSafe security system at City Hall. Cameras and systems at other locations are in the process of being analyzed. The city is also looking into installing panic buttons at City Hall when the county moves forward with the project.



Capital Improvement Program (5a)

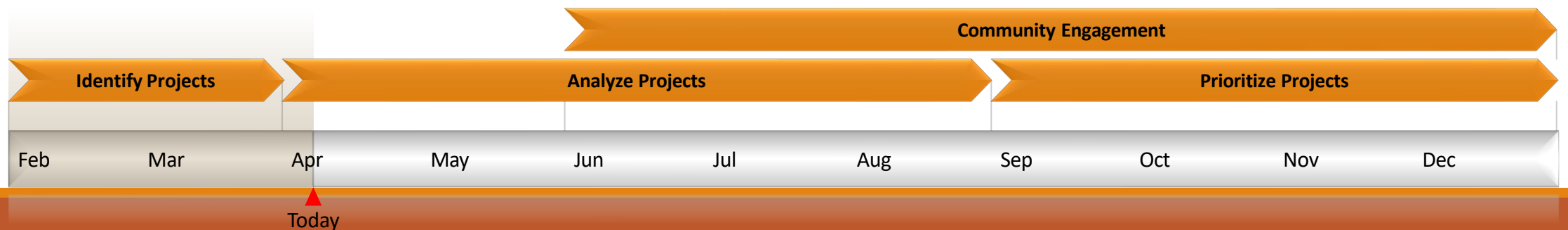
Project consists of developing a Capital Improvement Program (CIP) to incorporate into the city's Comprehensive Plan. It will include street, stormwater, water, sewer and undergrounding of utilities.



Current Project Status:

Planned Completion Date:
December 31, 2022

Staff is meeting weekly to move this forward. More information will come from the Transportation Study and the project timeline may change.



Wastewater Upgrades (1)

Project consists of designing and constructing upgrades to the wastewater treatment plant and collection system. More information can be found online at <http://ci.stevenson.wa.us/cleanwater/>.



Tetra Tech \$423k
CSI \$57k
Wallis Eng. \$2M
Crestline Const \$1.9M

WWTP Design 90%
Rock Creek Des. 100%
Cascade Des. 90%
Main D Des. 100%
Remaining LS Des 10%

\$1.7M Spent to Date:

\$350k Sewer Plan
\$50k 2018 Sampling
\$58k Value Planning
\$67k Feas. Study
\$52k Imm. Imp.
\$6k Funding Apps.
\$1.1M Design

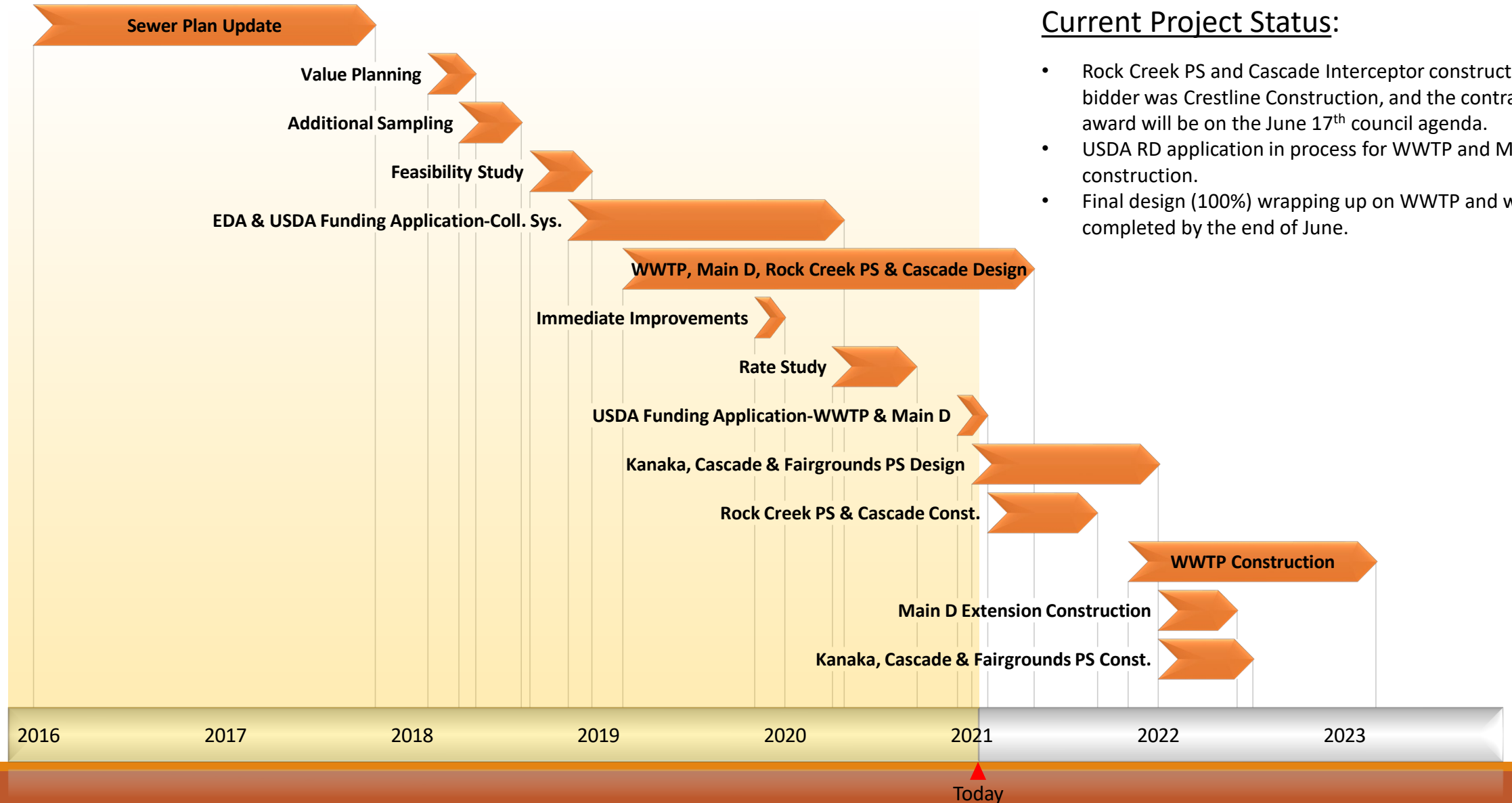
\$15.8M Future Budget:

\$800k Design Remaining
\$9.6M WWTP Const
\$300k Main D Exte.
\$5.1M Collection Sys.

\$17.5M Approx. Total

\$50k CERB Grant
\$1.4M DOE Loan
\$575k DOE Forg. Loan
\$4M EDA Grant
\$873k USDA Loan
\$9.9M Apps in Process
\$660k Sewer Fund

Wastewater Upgrades Timeline (1)

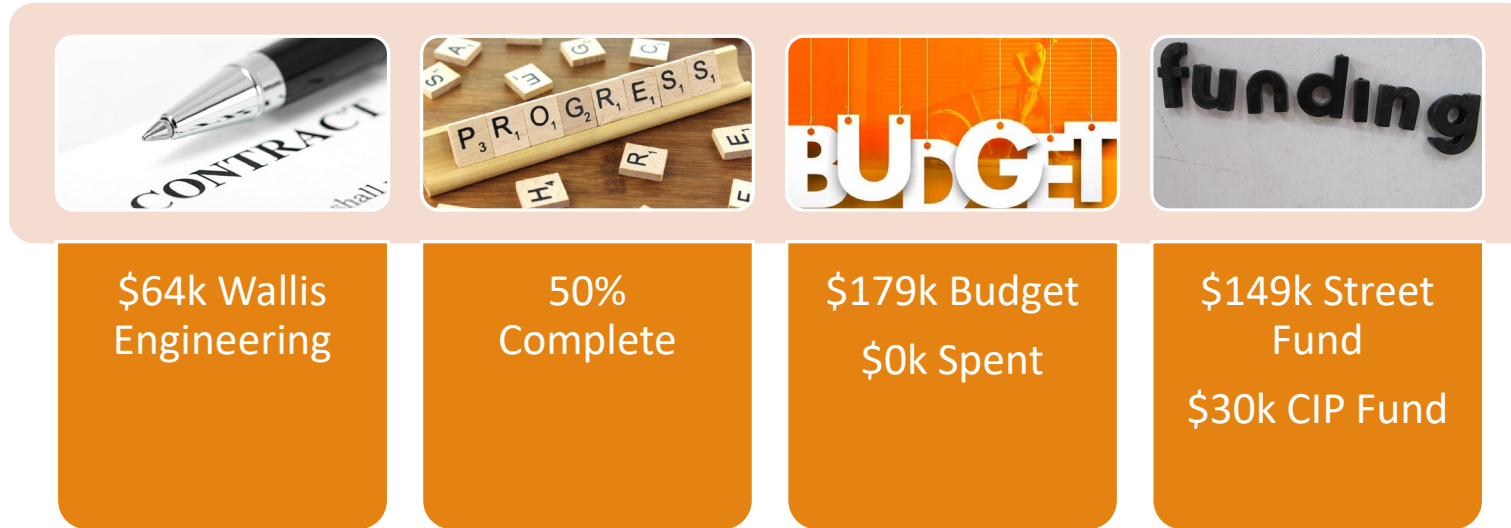


Current Project Status:

- Rock Creek PS and Cascade Interceptor construction low bidder was Crestline Construction, and the contract award will be on the June 17th council agenda.
- USDA RD application in process for WWTP and Main D construction.
- Final design (100%) wrapping up on WWTP and will be completed by the end of June.

Rock Creek Stormwater (10)

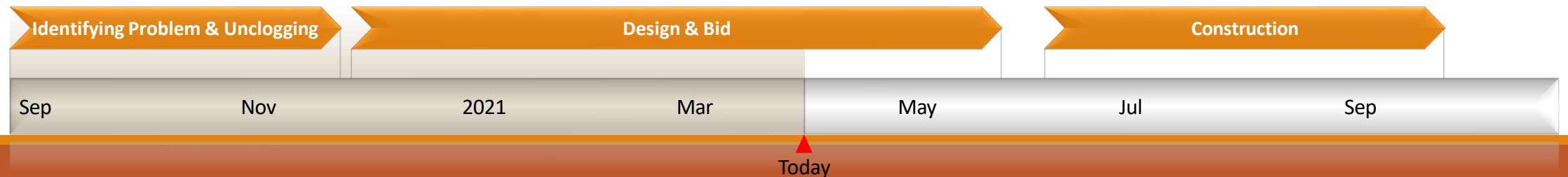
Project consists of unclogging and relocating the outfall for the stormwater collection system from Rock Creek Drive near the west entrance of the fairgrounds parking lot to Rock Creek.



Current Project Status:

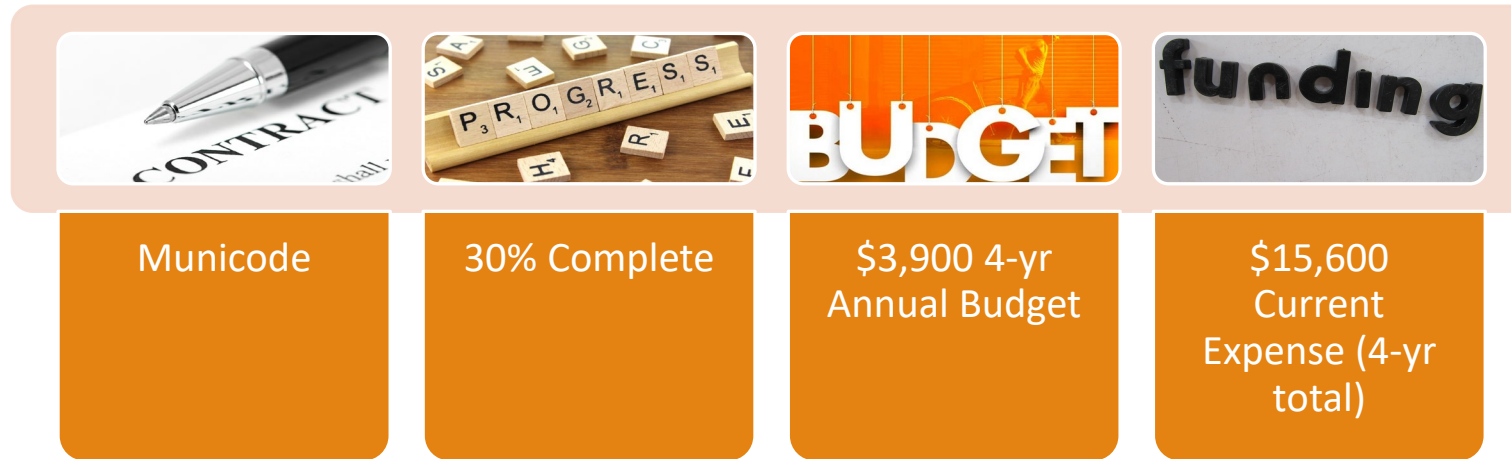
Planned Completion Date:
December 31, 2021

Bids are due May 14th and project will be awarded at the May 20th council meeting. Final estimated construction cost is \$102,229.



City Website Redesign

Project consists of redesigning the city website with Municode to be ADA compliant and more user-friendly.

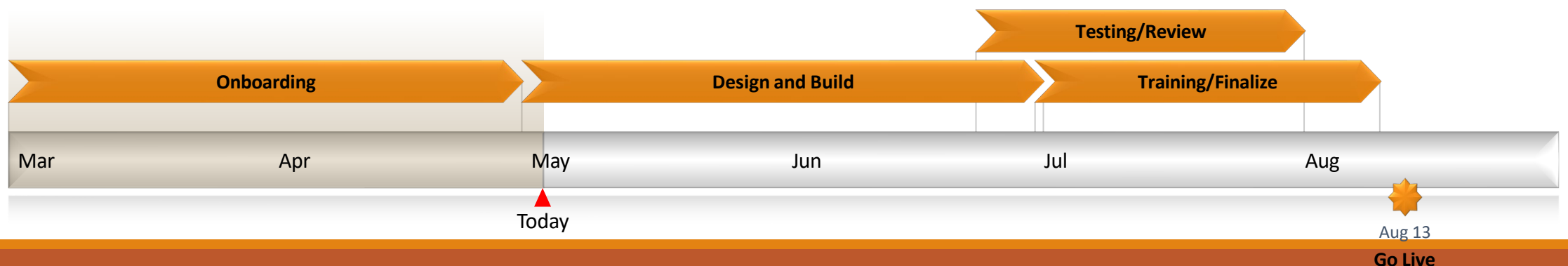


Planned Completion Date:

August 13, 2021

Current Project Status:

The project is moving forward with the main page established and project pages being created.



2021

Downtown Plan (2)

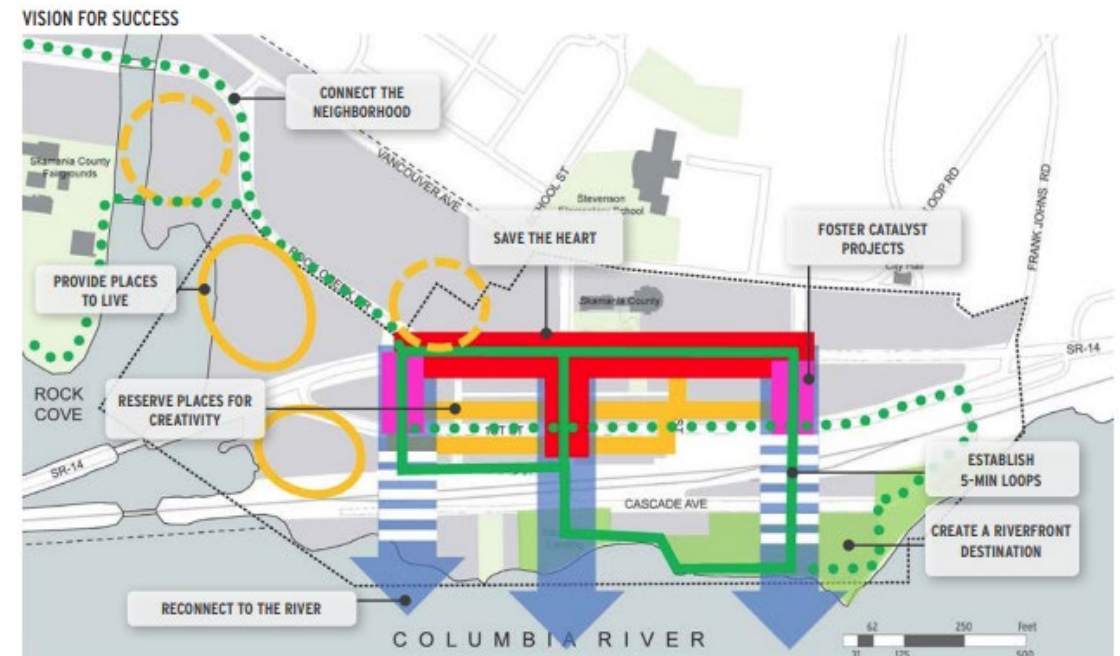
Project consists of final review of the 2019 Downtown Plan for SUCCESS! to identify any revisions or focus areas. This project is comprised of multiple interconnecting pieces listed below. More information can be found on the city's website at <http://ci.stevenson.wa.us/downtown/>.

Connected Projects:

- Columbia Avenue Realignment (next slide)
- First Street Overlook (earlier slide)
- Park Plaza (later slide-project on hold)
- Russell Avenue Rebuild (Phase 1 completed in 2020)
- Parking Development Regulations (Appd. 4/15/21)
- Downtown Parking Analysis Intern (Summer 2021)
- Commercial Zone Changes (approved 8/20/20)

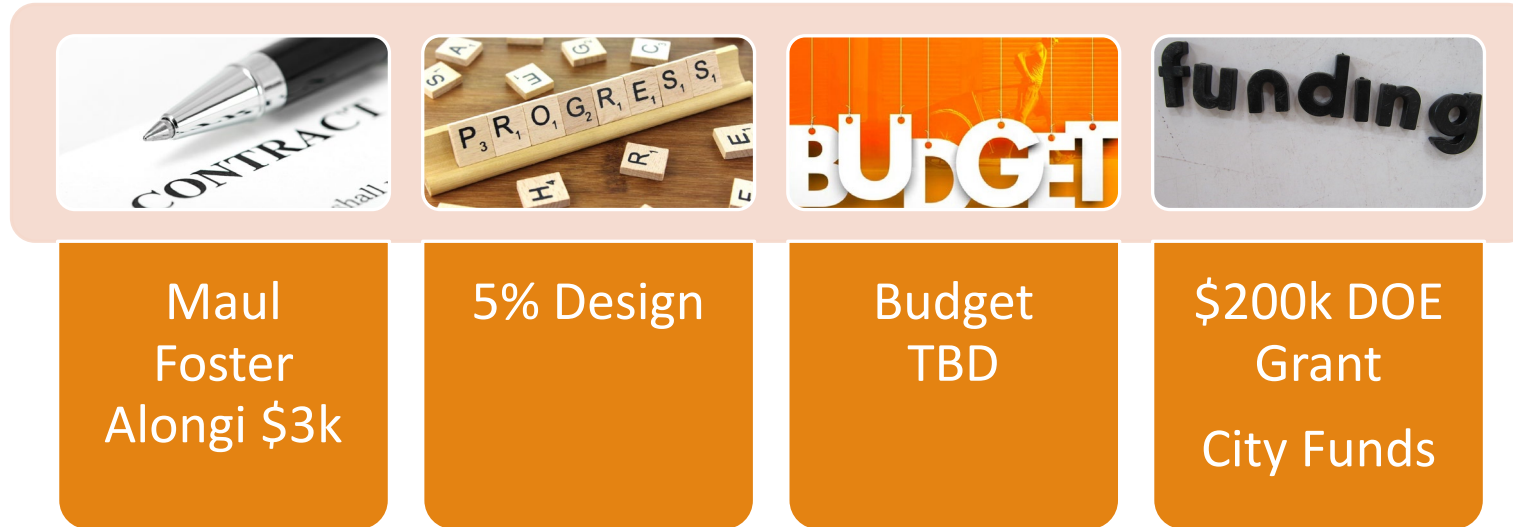
Current Project Status:

The meetings to review the Plan have been on hold since the beginning of COVID. As other projects wrap up and COVID restrictions ease, the review will pick back up again. Once the review is complete, the final Plan will be presented to council for approval.



Columbia Realignment (2b)

Project consists of a 2-lane asphalt roadway flanked by unconnected sections of sidewalk. Improvement of this corridor intended as a catalyst project as outlined in the 2019 Downtown Plan. More information can be found on the city's website at <http://ci.stevenson.wa.us/downtown/>.



Current Project Status:

The city's application for the Department of Ecology's Integrated Planning Grant was approved. DOE recommends obtaining a consultant to establish the SOW for the grant contract. An RFP will be published for soliciting a consultant. Contracts for a consultant and the grant will be in the June or July council meetings.

Projects on Hold

[Park Plaza](#) – Next round for RCO grant funding is 2022.

[Financial Audit](#) – Waiting the scheduling of the audit, possibly in August.

[Lower Kanaka Creek Rd.](#) – Holding off on purchasing of timber until materials are available.

[Foster Creek/Ryan Allen Waterline](#) – Project on hold due to higher priorities.

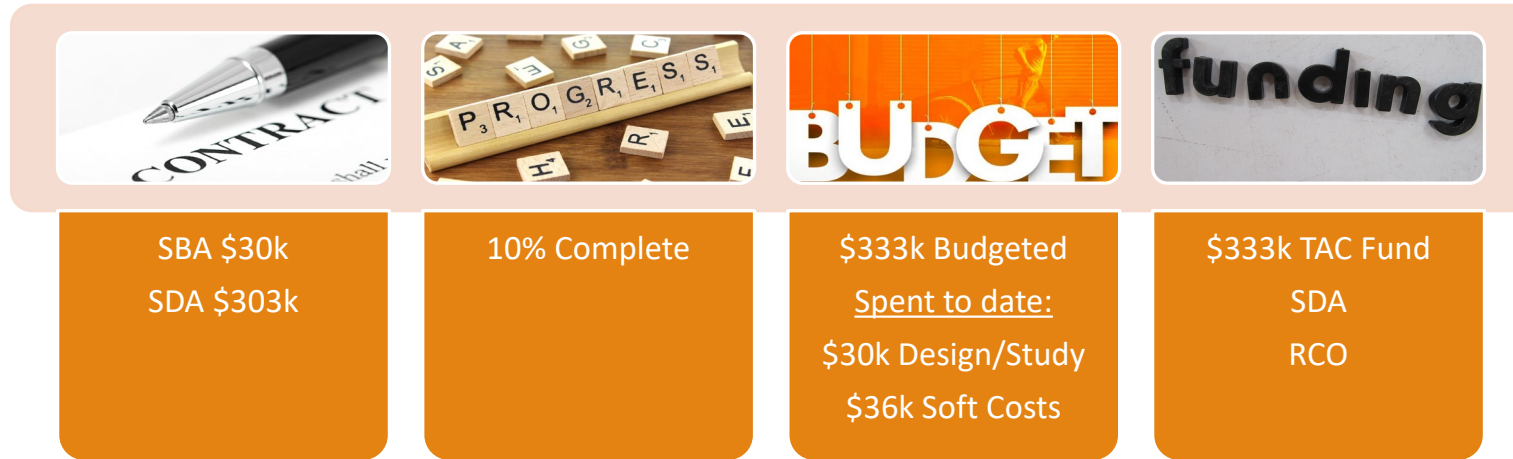
[Fire Department Strategic Plan](#) – Project on hold until needs are determined (strategic plan vs department evaluation).

[Fire Hall](#) – Project on hold until needs are determined.

[West Vancouver Waterline Extension](#) – Project on hold until developer moves forward.

Park Plaza (16c)

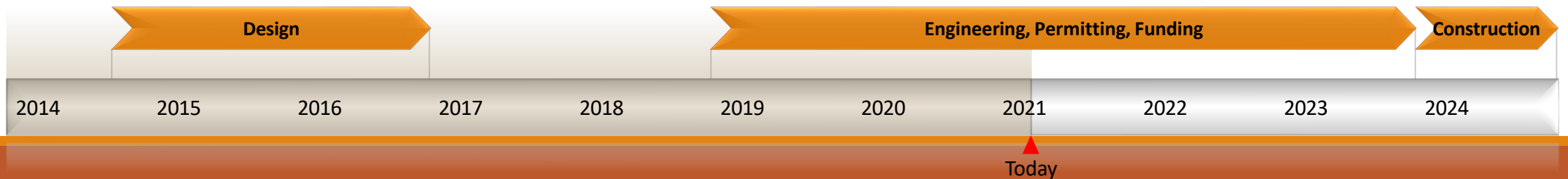
Project consists of working with the Stevenson Downtown Association and Skamania County on constructing a plaza in front of the courthouse and establishing a long-term maintenance agreement. More information can be found on the SDA website at <https://www.stevensonmainstreet.org/park-plaza>.



Planned Completion Date:
TBD

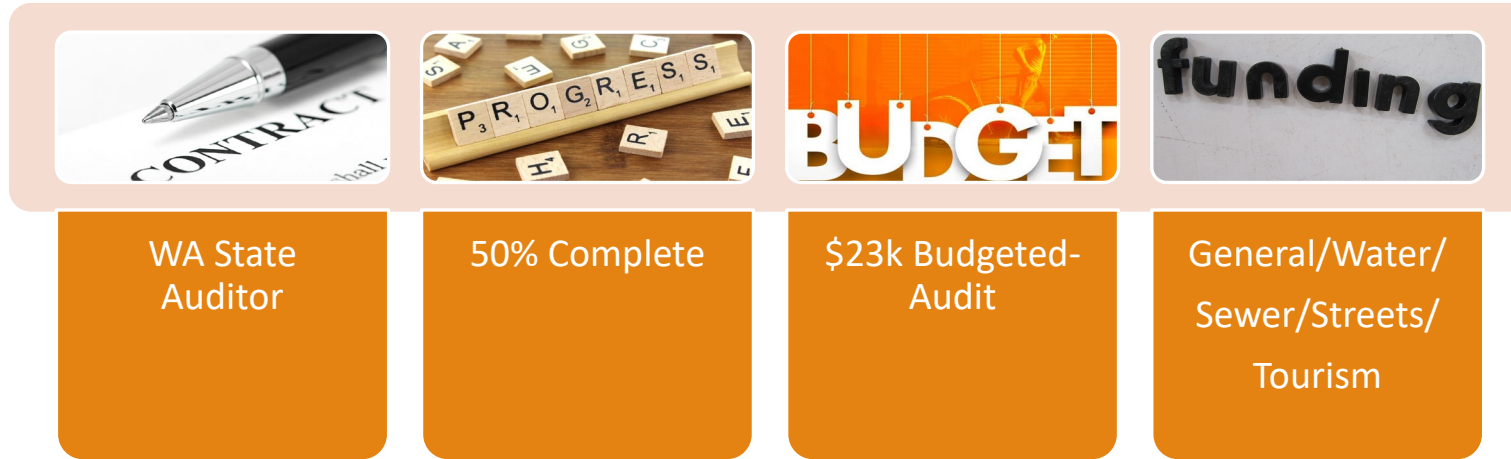
Current Project Status:

Latest RCO grant application not successful. The next application round will be in 2022. Draft agreement for future maintenance with Skamania County in process.



Annual Financial Report and Audit

Project consists of reviewing and adjusting transactions and accounts in 2020 as needed, completing all schedules, reviewing and submitting final report to State Auditor by 120 days after the end of the year.

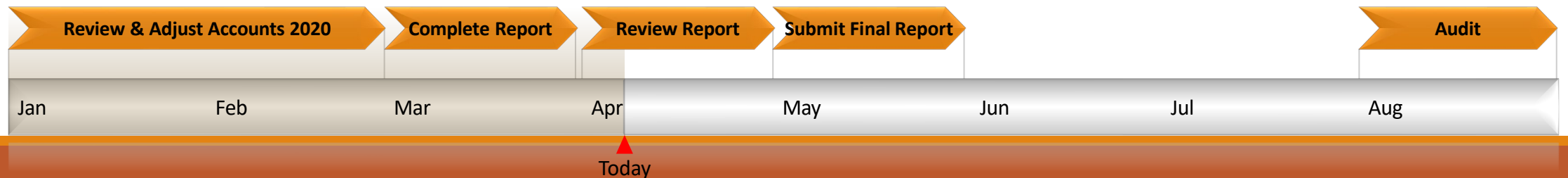


Current Project Status:

Planned Completion Date:

August 31, 2021

Accounting data submitted on April 7th to SAO website after being by council on March 18th. Due to Federal funds received, we need to have the audit completed by the end of August. Project on hold until audit is scheduled.



Lower Kanaka Creek Rd. (10)

Project consists of replacing the timber bridge at the Kanaka Underpass and widening the road as much as possible. There is a weight restriction on the bridge until the repairs can be completed.



Planned Completion Date:
December 31, 2021

Current Project Status:

Timber has been sourced and priced. Holding off on purchase.

Foster Creek/Ryan Allen Waterline (4a)

Project consists of relocating a 6" AC waterline from an easement to the city right of way. The original line will then be filled in place to prevent collapsing.



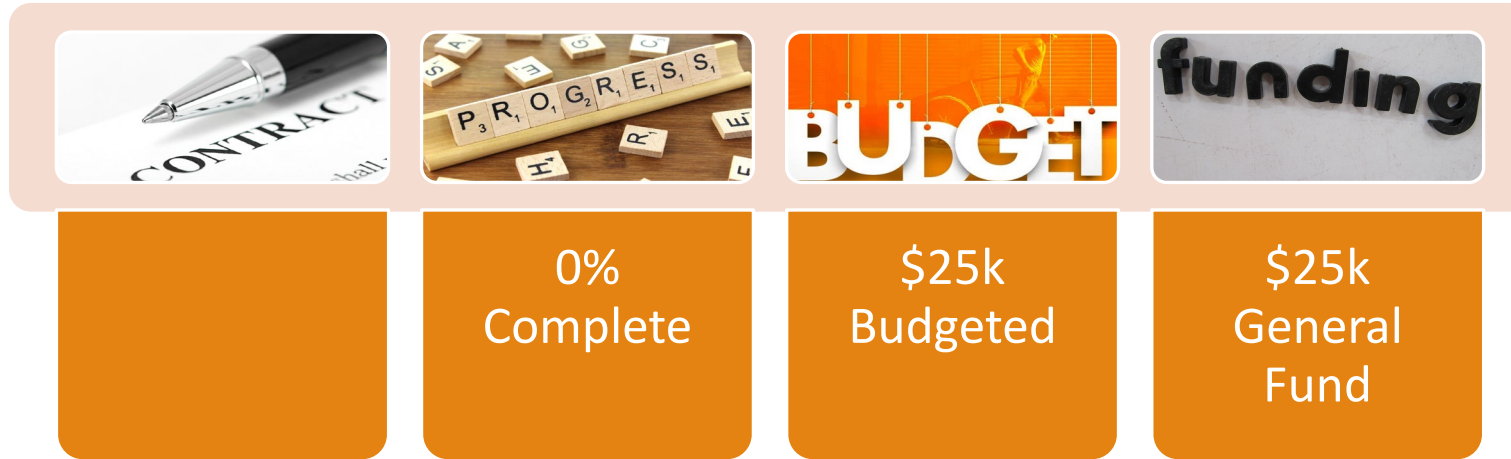
Planned Completion Date:
December 31, 2021

Current Project Status:

The project has been planned. Project on hold as other tasks are taking priority.

Fire Department Strategic Plan (3)

Project consists of creating a strategic plan for the fire department to inform future needs of the department.



Current Project Status:

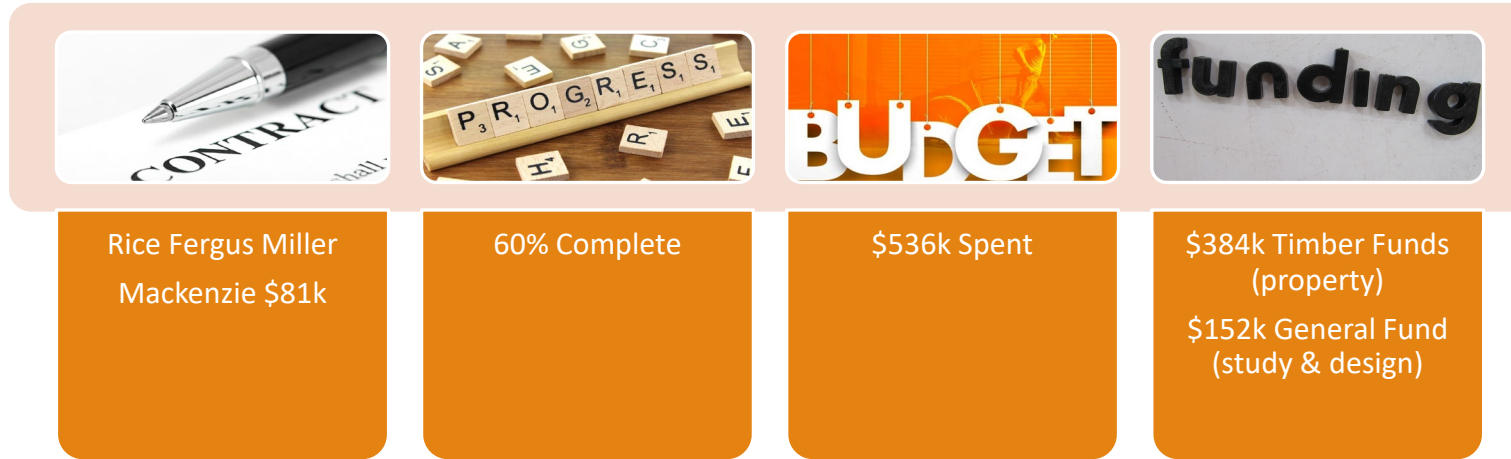
Planned Completion Date:
December 31, 2021

Project on hold until it is determined if a strategic plan is needed or if a department evaluation is needed.



Fire Hall (3)

Project consists of confirming a design and constructing a new fire hall with Skamania Fire District 2. Past reports can be found online at <http://ci.stevenson.wa.us/government/emergency-services/fire/>.

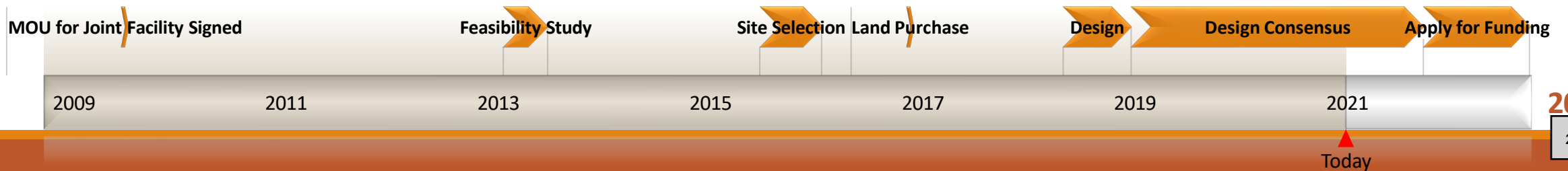


Current Project Status:

Planned Completion Date:

TBD

The project has stalled due to the cost of the initial draft design. Alternative designs have been drafted and the next step is to get a revised cost estimate before moving forward.



West Vancouver Waterline Extension (4a)

Project consists of extending a 6" main from Lasher to Rock Creek, improving fire flow, removing a section of 4" AC line and adding redundancy to the system.

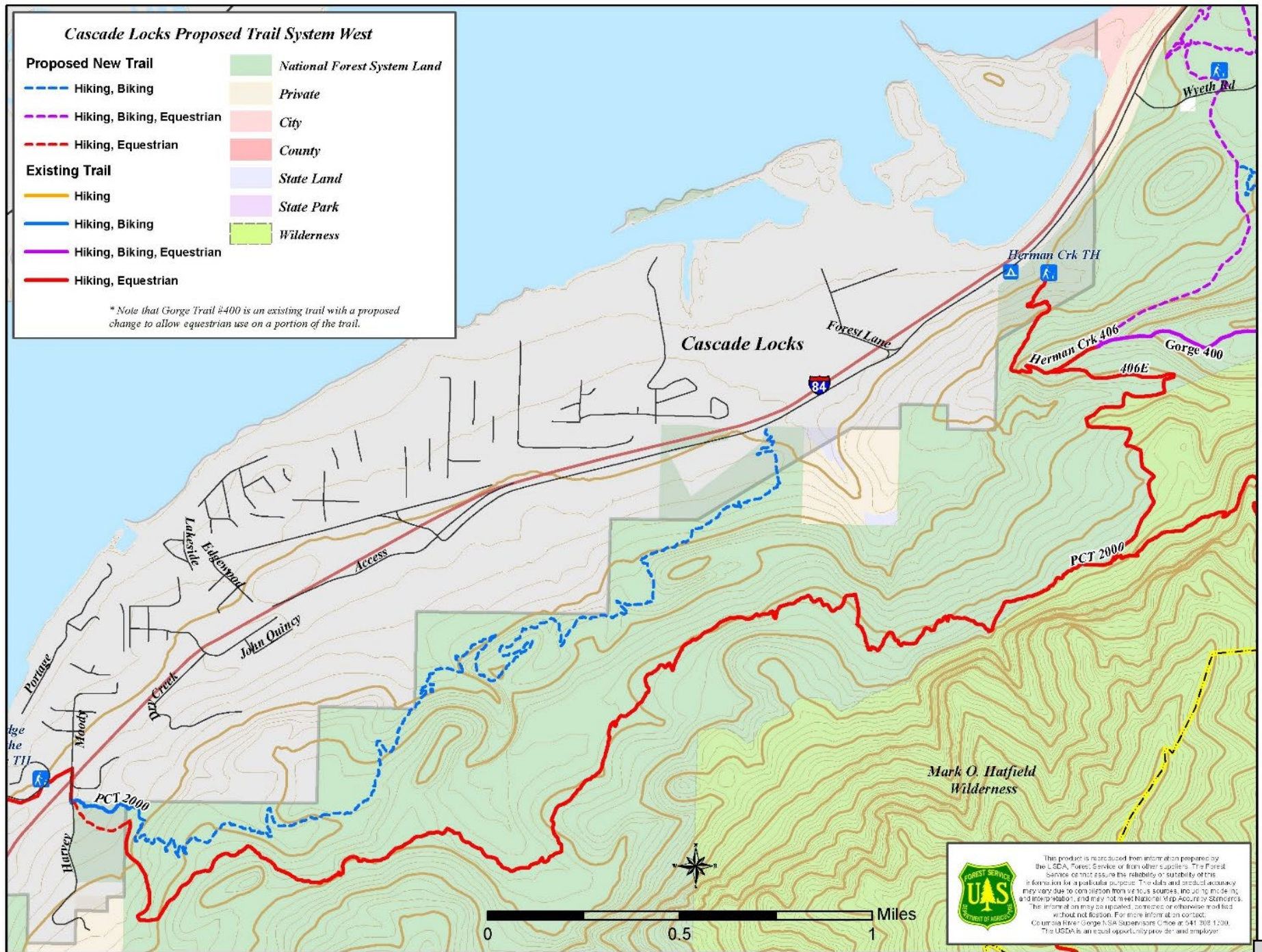


Planned Completion Date:
December 31, 2021

Current Project Status:

The project is being designed and will go out to bid in the spring. Construction will start in the summer and be completed by the end of the year.

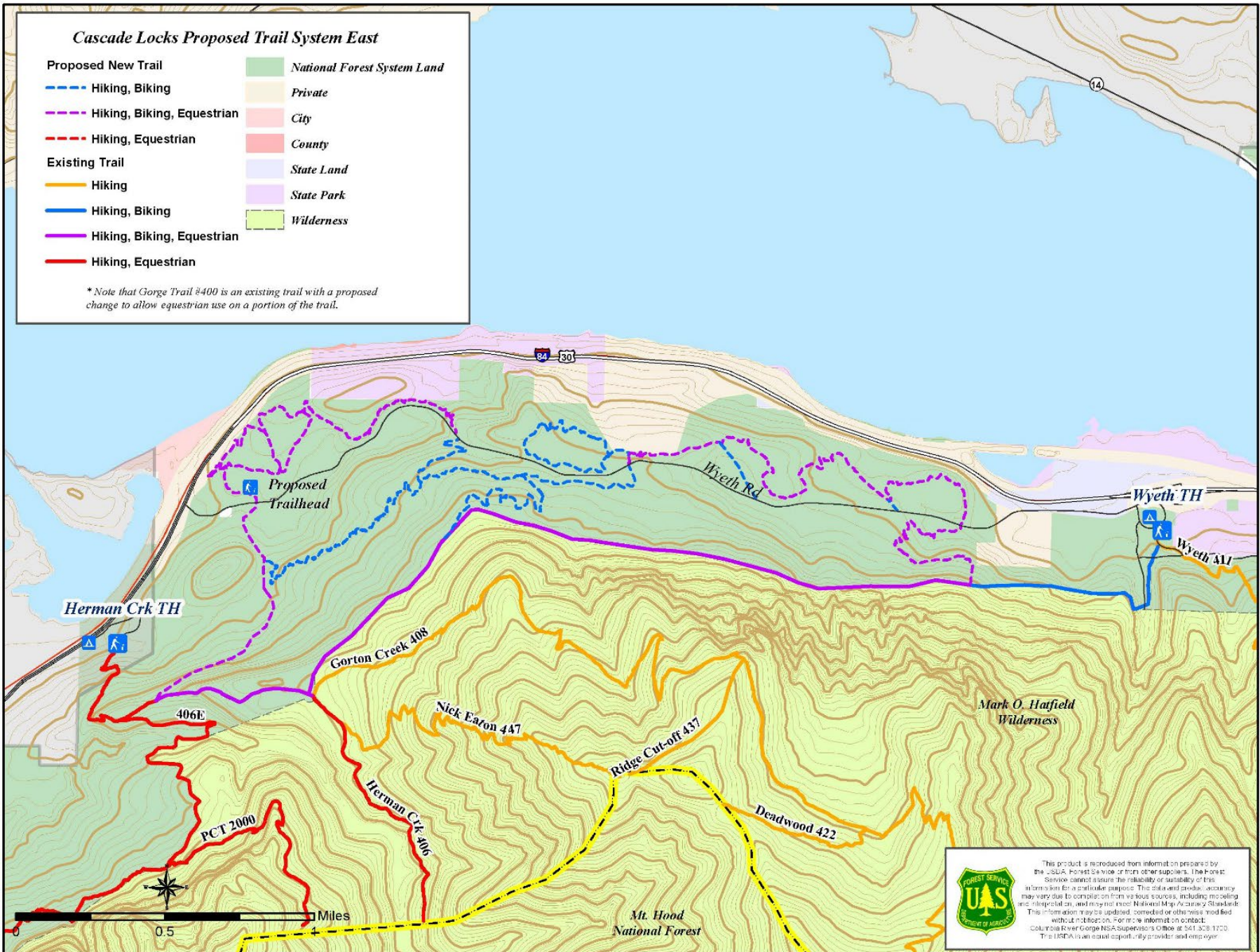
Figure 1. Cascade Locks Multi-Use Trail System (West)



FOREST SERVICE
U.S. DEPARTMENT OF AGRICULTURE

This product is reproduced from information prepared by the U.S.G.A., Times, Services or from other sources. The Forest Service cannot assume the reliability or suitability of this information for a particular purpose. The data and product accuracy may vary due to compilation from various sources, including maps, and may not meet National Map Accuracy Standards. The information may be updated, corrected or otherwise modified without notice. For more information contact: Columbia River Gorge National Scenic Area Office at 541.308.1200. The USDA is an equal opportunity provider and employer.

Figure 2. Cascade Locks Multi-Use Trail System (East)



RECEIVED

JUN 07 2021

BY: MC

A PETITION

TO THE BOARD OF COMMISSIONERS OF SKAMANIA COUNTY
CITY OF STEVENSON
EDC

FROM: PROPERTY OWNERS OF THE SUBDIVISION IMAN ROCK CREEK TRACT, TOGETHER WITH PROPERTY OWNERS NORTH OF SAID TRACT BORDERING TO THE NORTH OF SAID TRACT TO THE CENTER LINE OF ROCK CREEK ALL WITHIN THE CITY OF STEVENSON SECTIONS 35 AND 36 TOWNSHIP 3 NORTH, RANGE 7 EAST OF THE WILLAMETTE MERIDIAN.

WHEREAS: WE HAVE ENJOYED THE PRIVILEGE OF RESIDING WITHIN THE TRACTS THAT HAVE NO THOROUGHFARE TO ADJOINING AREAS THAT WOULD SEEM TO LIMIT THE AMOUNT OF VEHICULAR AND FOOT TRAFFIC IN THE NEIGHBORHOOD.

WHEREAS: WITHIN THE PROPERTIES OF ROCK CREEK ARE THREE WATERFALLS COMMONLY REFERRED TO AS THE 6', 40', AND 60' FALLS, AND HAVE BEEN A SUMMER TIME, I.E. LOW FLOW, ATTRACTION TO THE LOCAL RESIDENTS OF THE AREA FOR VIEWING, SWIMMING AND COOLING OFF BEFORE THE SCHOOL DISTRICT BUILT A COVERED SWIMMING POOL, OTHER AREAS FURTHER UP ROCK CREEK HAVE ALSO BEEN AN ATTRACTION.

WHEREAS: THE PAST USE OF THE AREA HAS BEEN OVER PRIVATE PROPERTY BUT HAS NOT BEEN AN ADVERSE TRESPASSING ISSUE VIA THE SOUTH OR NORTH SIDE OF THE CREEK. ON OR ABOUT 1990 THE SKAMANIA COUNTY PURCHASED THE NORTH SIDE PROPERTY TO FACILITATE RELOCATION OF THE SOLID WASTE TRANSFER SITE. THIS IMPROVEMENT THEN BASICALLY CUT OFF FOOT TRAFFIC TO ROCK CREEK THUS DEEMING THE ACCESS TO THE SOUTHSIDE AS A MORE ACCESSIBLE ROUTE, THROUGH IMAN CEMETERY AND PRIVATE PROPERTY.

WHEREAS: RECENT EVENTS HAVE, HOWEVER, BROUGHT MORE ATTENTION TO THE FALLS OTHER THAN LOCAL INTEREST. THE EAGLE CREEK FIRE THAT CLOSED OFF HIKING AND SIGHTSEEING ON THE OREGON SIDE OF THE COLUMBIA GORGE STEPPED UP VISITORS TO THE WASHINGTON SIDE AND STIRRED UP ATTENTION. MORE VIEWS OF INTEREST VIA BOOKS OF TOURISM FEATURED THE AREA AS POTENTIAL AREAS OF INTEREST. EMPLOYEES OF LOCAL DESTINATION RESORTS ALSO INFORMED CUSTOMERS OF THE FALLS LOCATION AS WITHIN A SHORT WALK OR HIKE. THE MOST RECENT INFORMATION HAS BEEN VIA THE INTERNET POSTINGS ON GOOGLE MAPS WHICH HAS BEEN TAKEN AS THE FREEDOM TO TRESPASS OVER FENCES, THROUGH GATES

AND PAST POSTED PROPERTY SIGNS. THE RESULTANT VOLUME OF VEHICLE PARKING ON HOLLY STREET AND FIRST FALLS VIEW ROAD HAVE BEEN APPROXIMATELY 15-20 VEHICLES AT ANY ONE TIME.

WHEREAS: THIS NATURAL BEAUTY IS OF IMPORTANCE TO LOCAL RESIDENTS AND VISITORS ALIKE, WE AGREE THAT A SOLUTION TO OUR QUALITY OF LIFE COULD BE TO PRESERVE AND ENCOURAGE USE OF THE AREA BY DEVELOPING ACCESS TO THE NORTH SHORE OF ROCK CREEK PROVIDING AN END DESTINATIONAL USE VIA PARKING, FACILITIES AND DAY USE OF A PARK LIKE SETTING. THIS ATTACTION WOULD BE BENEFICAL FOR LOCAL BUSINESS ACTIVITY AS WELL.

THEREFORE: WE THE UNDERSIGNED, PETITION THE ABOVE MEMBERS OF THE RESPECTIVE COUNCILS AND BOARD MEMBERS TO CONSIDER ACTIONS TO ALLEVIATE THE PROBLEMS THAT TRESPASSING AND ABUSE HAVE BROUGHT TO OUR NEIGHBORHOOD. IN ADDITION, THE ENHANCEMENT OF A PATHWAY TO ROCK CREEK WOULD BENEFIT OUR COMMUNITY AND VISITORS ALIKE.

THE ABOVE PETITION IS FOR YOUR CONSIDERATION BY ALL CONCERNED PARTIES.

DATED - 6 - 7 - 2021

NAME	ADDRESS
<i>Susan Kring</i> <i>Quinn Kring</i> LARRY V. KRING SUSAN A. KRING	425 NW FIRST FALLS VIEW RD
<i>Patricia Doble</i> Patricia Doble	313 Iman Cemetery Rd
<i>Penny A. Edlund</i>	1050 NW Stillcove Lane
<i>Karen Wallace</i>	890 NW First Falls View Rd
<i>Tamera L. Mackinnon</i>	845 1st Falls View Road
<i>J.R. Mackinnon</i>	845 1 ST FALLS VIEW ROAD
<i>Lizbeth Simmons</i>	1110 NW Still Cove
<i>M.A. S.</i>	1110 NW Still Cove Lane



City of Stevenson

Fire Department – Rob Farris, Chief

(509) 427-5970

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

To: Stevenson City Council
From: Rob Farris, Fire Chief
RE: Fire Department Update – May 2021
Meeting Date: June 17th, 2021

Executive Summary:

Nothing to report at this time.

Overview of Items:

- *COVID-19 Response:* Ongoing
- *New Fire Hall:* Ongoing

Drills/Training/Calls:

May Drills/Training – 52 hours

May Calls – 8 total

- 1 – Burn Complaint
- 1 – Fire Investigation – Port of Skamania
- 3 – Commercial Fire Alarms
- 1 – Structure Fire
- 1 – Mutual Aid – Wildfire – SCFD 1
- 1 – EMS Manpower

Action Needed: None



City of Stevenson

Leana Kinley, City Administrator

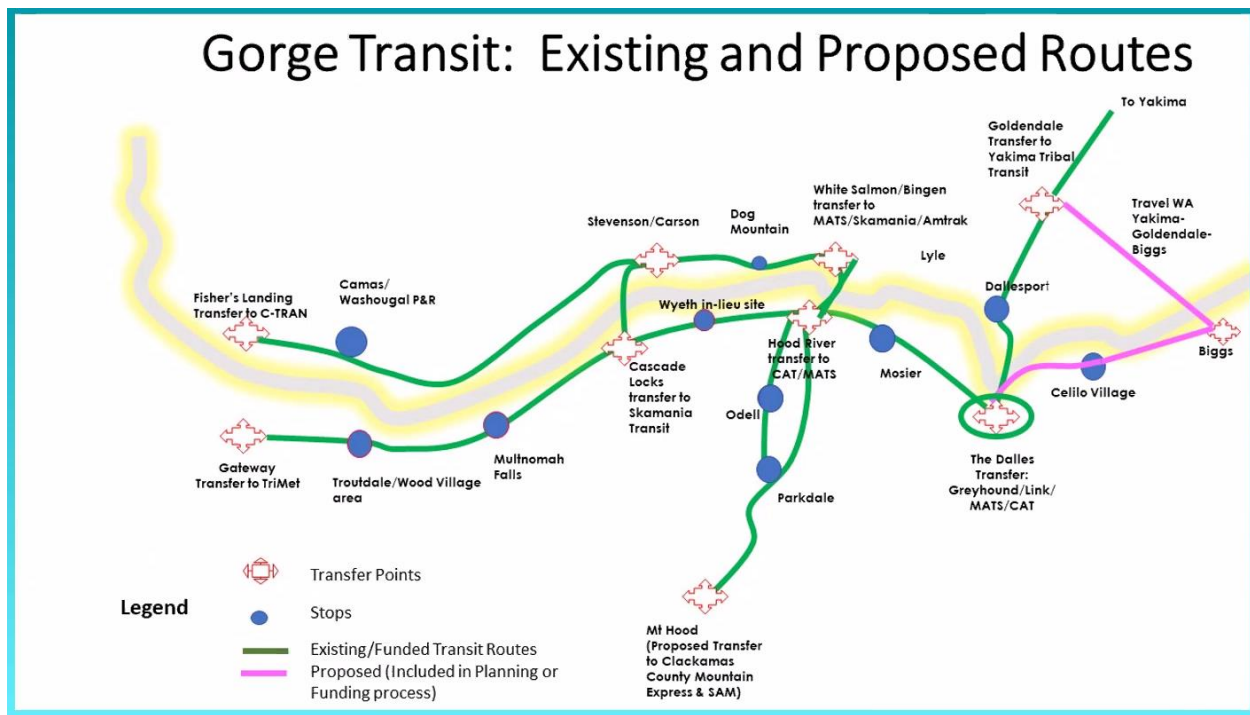
Phone (509)427-5970
FAX (509) 427-8202

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

To: Stevenson City Council
From: Leana Kinley, City Administrator
RE: City Administrator Staff Update
Meeting Date: June 17, 2021

Overview of items staff has been working on over the past month not listed in the project updates:

Transportation – There is now bus connection between Stevenson and Cascade Locks and Stevenson and Bingen/White Salmon! This allows Stevenson residents to take a bus directly to Portland without going through Vancouver or connect to the west end of the gorge. This also allows car free visits to Stevenson. This missing link connection is made possible in part by a grant and the efforts of Sophie Miller with Skamania County Senior Services.



Community Workshop on Diversity, Equity and Inclusion – A Doodle poll was sent out to find dates and times for the workshop. Right now, the two dates that are collecting the most council attendees are September 9th from 6-8pm and September 23rd from 6-8pm.

Washington Gorge Action Programs – Klickitat County now has a domestic violence shelter. This resource will help free up more room in the Skamania County domestic violence shelter and allow more assistance to those impacted in the community.

Long-Term Care Insurance – The state enacted a program in 2019 providing a long-term care benefit to Washington employees. In order to opt out of the coverage, the employee must have proof of coverage in place before November 1, 2021. AWC has a plan they will offer through Trustmark which offers greater flexibility and choices for city employees. Attached is an email with information about the plan. There may be agreements in the future to get on the plan and offer the benefit to employees.

Responding to Public Records Requests and Nuisance Complaints

Action Needed:

None.



AWC Trust-sponsored long-term care coverage

1 message

AWC Employee Benefit Trust <news@awcnet.org>
To: leana@ci.stevenson.wa.us

Fri, Jun 11, 2021 at 1:40 PM

[View on a mobile device or online.](#)



WA state long-term care coverage and payroll tax

The passage of **HB 1087** during the 2019 session established the Long-Term Services and Supports Trust Program, recently renamed the [WA Cares Fund](#). The purpose of the program is to provide a long-term care benefit to Washington workers that otherwise would not have coverage. More information is provided on premium collection and benefits on our [website](#).

Employee opt-out exemptions

The state is allowing employees with private long term care insurance in place before November 1, 2021 to opt-out of the state tax and benefit: www.wacaresfund.wa.gov/private-insurance.

AWC Trust-sponsored group long-term care coverage through Trustmark

In response to employers looking to provide an alternative long-term care coverage option for their employees, the AWC Trust has been able to secure access to group coverage, providing a minimum amount of interest is received from employers, along with census data by early July.

It is important we hear from you by replying to this email survey if you are interested in offering this optional employee long-term care coverage or have no interest in offering this optional long-term care coverage. Read on for the survey, informational webinar, coverage details and more.

Trustmark coverage - Permanent life insurance with long-term care rider

The following are the highlights of the group coverage under the AWC Trust:

- **Group universal life insurance/death benefit (employee):** \$25k-\$150k is guaranteed, meaning there is no medical questionnaire. Additional amounts from \$150k - \$300k are available and will include a simplified medical questionnaire. Death benefit reduces to 1/3 at age 70. The employee chooses the amount of coverage they would like, which is in increments of \$25k.
- **Long-term care benefit:** Equal to a monthly benefit of 4% of the death benefit, ranging from \$1k-\$6k per month. **Note:** The long-term care benefit does not reduce at age 70, whereas the life insurance benefit does reduce. Coverage includes a 90-day elimination period, and inability to perform two of six activities of daily living or cognitive impairment.
- **Work status:** In order to enroll in coverage, the employee must be actively at work for an average of at least 20 hours a week and have other current AWC Trust coverage.
- **Age:** Employees ages 18-64 are guaranteed eligible (no medical questionnaire). Employees ages 65-70 may enroll following approval of a simplified medical questionnaire. Employees over age 70 are not eligible to apply.
- **Employee residence:** Coverage is available to employees living in Washington State. An individual long-term care option can be made available to those living out-of-state.
- **Portability:** Coverage is completely portable.
- **Premiums:** Based on the individual's age at time of enrollment, level of benefits selected, and tobacco usage status. Rates do not change as the covered individual ages. Those enrolling will receive a direct monthly billing for coverage effective October 1, 2021. (This coverage will *not* be included on the employer's AWC Trust SIMON bill.)
- **Spouse/domestic partner long-term care coverage:** Spouses/domestic partners can apply with a simplified medical questionnaire. The employee must be covered for a spouse/domestic partner to be eligible to apply.

To help compare the AWC Trust benefit through Trustmark with the WA Cares Fund program, see the simplified chart below:

	Trustmark Group LTC plan	WA state LTC plan
LTC benefit	4% of death benefit (\$1K - \$6K/month)	\$100/day
Lifetime LTC max	Equal to death benefit (\$25K, \$50K, \$75K, \$100K, \$150K)	\$36.5K
Death benefit	Enrollment options: \$25K, \$50K, \$75K, \$100K, \$150K (reduces to 1/3 of enrolled amount at age 70)	None
Cost stability	Stable rate, locked in at initial enrollment age	Tax rate and employee income likely to increase over time
Portability	Eligible employee can move to any state in U.S. and keep/use plan	Can only be used in WA. If eligible employee moves out of WA for five+ years participant forfeits benefit.
Qualifying	Eligible immediately (90 day elimination period applies)	Employees must pay into the state plan for a minimum of three years, and three of the past six years to be eligible for benefit. To be fully vested in the state plan, participants must pay into the plan for 10 years (without a break of five consecutive years). Therefore, those retiring in less than 10 years from 1/1/22 will have limited or no access to this benefit in retirement.
	Loss of two of six activities of daily living or cognitive impairment to qualify	Loss of three of 10 activities of daily living

View a cost comparison below, showing the state long-term care tax, as compared to sample coverage/premiums under the AWC Trust sponsored coverage under Trustmark. The chart includes sample Trustmark rates for a \$25k death benefit (reduces to \$8.3k at age 70); \$1k/month long-term care benefit up to \$25k lifetime maximum. The colored shading depicts where Trustmark coverage is lower in cost. Please keep in mind that the Trustmark rates are stable. The WA tax rate and income could increase over time, also increasing the tax amount.

		AWC average age: 46				
W2 income	WA LTC monthly tax	Trustmark \$25K death benefit and \$1K/month LTC benefit				
		Age 20	Age 30	Age 40	Age 50	Age 60
\$30,000	\$15	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$40,000	\$19	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$50,000	\$24	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$60,000	\$29	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$70,000	\$34	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10

\$80,000	\$39	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$120,000	\$58	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$140,000	\$68	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$175,000	\$85	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$200,000	\$97	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10
\$250,000	\$121	\$13.88	\$17.22	\$25.40	\$40.53	\$72.10

Next steps

For the Trust to offer this benefit, we must have confirmation from those employers who would like to offer the benefit to their employees, along with census information. Offering coverage does not obligate employees to enroll, however all Trust insured employees will receive direct communications from Trustmark announcing this coverage option. Trustmark will work directly with employees to help answer their questions and facilitate any enrollment.

Census information

While most needed census information is already in the SIMON system, there are two pieces of additional information needed: employee email (preferably the employer email address) and occupation. As the employer, you have access to enter this required data directly into the SIMON system. Alternatively, you can also send a report to Trust staff using this [sample census template](#), and staff will upload the data for you. **Please click "yes" in the pop-up message box. This is a Word document coming from the AWC Trust, a trusted source.**

Timeline & action needed

- **June 14, 1 pm** - A free webinar is being offered to help employers better understand the WA Cares Fund program benefits, as well as the AWC Trust offering through Trustmark. [Register now!](#)
- **As soon as possible, or by June 22** - Respond to the survey below, indicating if you are interested in offering the AWC Trust sponsored Life Insurance/Long-Term Care benefits through Trustmark to your employees.
- **June 25** - Supply [census information](#) to Trust staff at benefitinfo@awcnet.org via [secure email](#) and Trust staff will enter the data into the SIMON system for you. **OR by July 2** - Update SIMON with all Trust insured employee work emails and occupations.
- **July 8** - All census information from employers opting into the AWC Trust long-term care option will be sent to Trustmark. It is important that all employers wanting to offer this coverage have census data to the Trust by June 25, or data enter their own employee information by July 2. Any missing email fields will default to a Trust contact email within the employer.
- **August** - Long-term care communication with employees: *J.Manning & Associates on behalf of Trustmark and the AWC Trust* will provide a robust communication campaign to ensure that employees are aware of the benefit and have multiple opportunities to learn about this coverage and enroll. Communication includes educational webinar, direct employee emails, educational online enrollment platform, and access to the call center with licensed (non-commissioned) benefit counselors.

Please respond by June 22



Yes, our employer is interested in offering the AWC Trust sponsored long-term care coverage to our AWC Trust insured employees



No, our employer is NOT interested in offering the AWC Trust sponsored long-term care coverage

Questions?

We encourage employers to attend the [free webinar on June 14](#), we believe many of your questions will be addressed there. If you have questions about offering the AWC Trust sponsored long-term care coverage, or any of your Trust benefits, please contact our staff at 1-800-562-8981 or benefitinfo@awcnet.org.

Choice | Health | Service



Association of Washington Cities
1076 Franklin Street SE, Olympia, WA 98501-1346
360-753-4137, 1-800-562-8981, fax: 360-753-0149

CHECK REGISTER

City Of Stevenson

Time: 10:06:34 Date: 06/16/2021

05/21/2021 To: 06/17/2021

Page: 1

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
1356	06/17/2021	Claims	1	EFT	Department of Revenue	5,365.19	May 2021 Taxes
1405	06/17/2021	Claims	1	EFT	Kenneth B Woodrich PC	2,065.80	May 2021 Services
1406	06/17/2021	Claims	1	15182	A&J Select	29.20	May 2021 Statement
1407	06/17/2021	Claims	1	15183	Aramark Uniform Services	149.02	May 2021 Statement
1408	06/17/2021	Claims	1	15184	BSK Associates	2,843.75	Rock Creek Drive & Foster Seepage Testing; May 2021 Waste Water Samples; May 2021 Water Samples
1409	06/17/2021	Claims	1	15185	Cascade Columbia Distribution	1,786.40	Water Plant Chemicals
1410	06/17/2021	Claims	1	15186	CenturyLink	195.93	June 2021 Fire Station Phone Services; June 2021 Kanaka Creek Trf Station; June 2021 WWTP
1411	06/17/2021	Claims	1	15187	Centurylink Comm Inc	47.98	May 2021 Long Distance
1412	06/17/2021	Claims	1	15188	City of Stevenson	2,591.93	May 2021 Fire Department Statement; May 2021 City Hall Statement; May 2021 Drinking Fountain Statement; May 2021 E End Irrigation Statement; May 2021 Grange Hall Irrigation Statement; May 2021 Rock Cr
1413	06/17/2021	Claims	1	15189	Class 5	190.62	Monthly Fax Service; July 2021 Monthly Phone Service
1414	06/17/2021	Claims	1	15190	Clifton Michael Coulter	997.50	June 2021 Indigent Defense
1415	06/17/2021	Claims	1	15191	Columbia Hardware, Inc.	375.65	May 2021 Statement
1416	06/17/2021	Claims	1	15192	Columbia River Disposal	199.24	May 2021 Statement
1417	06/17/2021	Claims	1	15193	Correct Equipment	974.20	Annual READy Water Meter Hosting
1418	06/17/2021	Claims	1	15194	DbA Classy Glass Daniel W Bentrup	350.00	Window Cleaning
1419	06/17/2021	Claims	1	15195	DeVaul Publishing	120.75	Art Committee Volunteer Ad; Public Hearing-6 year Trans Imp Project; Public Hearing-6 year Trans Imp Project
1420	06/17/2021	Claims	1	15196	Department of Enterprise Services		Payment to incorrect vendor. Should be Apollo.
1421	06/17/2021	Claims	1	15197	GC Systems Inc	304.65	Water Service Pump Repair Parts
1422	06/17/2021	Claims	1	15198	Gator Creek Gardens	45.24	City Hall Flowers
1423	06/17/2021	Claims	1	15199	Gregory Scott Cheney	435.00	May 2021 Public Defender Services; June 2021 Indigent Defense
1424	06/17/2021	Claims	1	15200	Les Schwab Tire Center	3,553.14	Re-Build One Wheel, Purchase 2 Tires for Brush Cutter
1425	06/17/2021	Claims	1	15201	Musicians of Stevenson & Skamania	545.39	Stevenson Community Garden Supplies Reimbursement
1426	06/17/2021	Claims	1	15202	NAPA Auto Parts	1,021.07	May 2021 Statement
1427	06/17/2021	Claims	1	15203	Northern Safety Co., Inc.	183.52	Bollards
1428	06/17/2021	Claims	1	15204	Office of State Treasurer - Cash Mgmt Di	642.16	June 2021 Remittance
1429	06/17/2021	Claims	1	15205	One Call Concepts, Inc.	53.50	May 2021 Locates; March 2021 Locates
1430	06/17/2021	Claims	1	15206	PUD No 1 of Skamania County	54,021.96	30 SE Cascade Avenue-May 2021 Statement; First Street Fire Hall-May 2021 Statement; City Hall-May 2021 Statement; Hwy 14 & Frank Johns-May 2021 Statement; Walnut Park-May 2021 Statement; Second Street
1431	06/17/2021	Claims	1	15207	Petty Cash	163.15	June Petty Cash Statement
1432	06/17/2021	Claims	1	15208	Quality Control Services	285.00	Calibrate DO & pH Meters for WWTP

CHECK REGISTER

City Of Stevenson

Time: 10:06:34 Date: 06/16/2021

05/21/2021 To: 06/17/2021

Page: 2

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
1433	06/17/2021	Claims	1	15209	RADCOMP Computers Inc	949.69	Remove Trial Cameras/Install Security System; June 2021 IT Services
1434	06/17/2021	Claims	1	15210	Red Oak Properties	190.00	Overpayment of Business License
1435	06/17/2021	Claims	1	15211	Ricoh USA, Inc	795.21	March 21-May 21 Copy Charges
1436	06/17/2021	Claims	1	15212	Skamania County Chamber of Commerce	9,237.98	May 2021 Contract & Reimbursables
1437	06/17/2021	Claims	1	15213	Skamania County Economic Development	6,445.00	Annual Contract - First Half
1438	06/17/2021	Claims	1	15214	Skamania County Probation	602.00	May 2021 Probation Costs
1439	06/17/2021	Claims	1	15215	Skamania County Prosecutor	1,333.00	June 2021 Remittance
1440	06/17/2021	Claims	1	15216	Skamania County Sheriff	2,100.00	May 2021 Incarceration Fees - 35 days
1441	06/17/2021	Claims	1	15217	Skamania County Treasurer	16,419.71	June 2021 Remittance; June 2021 Remittance
1442	06/17/2021	Claims	1	15218	Traffic Safety Supply, CO	1,433.51	Premark Striping
1443	06/17/2021	Claims	1	15219	Tribeca Transport LLC	11,839.47	May 2021 Sludge Hauling
1444	06/17/2021	Claims	1	15220	US Bank Safekeeping	30.00	May 2021 Maintenance Fees
1445	06/17/2021	Claims	1	15221	US Bank	1,816.80	May 2021 Card # 2 Credit Card Statement; May 2021 Card #2 Credit Card Statement
1446	06/17/2021	Claims	1	15222	Verizon Wireless	80.97	May 2021 Cell Phone Charges
1447	06/17/2021	Claims	1	15223	WSP USA, Inc	1,189.11	First Street Pedestrian Amenities Overlook
1448	06/17/2021	Claims	1	15224	Wallis Engineering, PLLC	88,364.44	USDA Preliminary Engineering Report; 2021 WW Collection System Upgrades; Rock Creek Stormwater Repair; WWTP & Collection System Improvements; Chinidere Estates
1449	06/17/2021	Claims	1	15225	Waste Connections Vancouver District 2	9.72	May 2021 Shredder Cart
1450	06/17/2021	Claims	1	15226	Wave Broadband	149.95	June 2021 WWTP Services
1455	06/17/2021	Claims	1	15227	Apollo Sheet Metal Inc	24,319.57	AMR Water Meters & Lighting #8; 2018-784 A (1) #7; 2018-784 G (1-1) #6

001 General Expense Fund	37,944.41
100 Street Fund	11,636.70
103 Tourism Promo & Develop Fund	9,804.69
311 First Street	1,189.11
400 Water/Sewer Fund	53,198.17
410 Wastewater System Upgrades	127,440.71
500 Equipment Service Fund	4,976.57
630 Stevenson Municipal Court	652.71

	Claims:	246,843.07
* Transaction Has Mixed Revenue And Expense Accounts	246,843.07	

CHECK REGISTER

City Of Stevenson

Time: 10:06:34 Date: 06/16/2021

05/21/2021 To: 06/17/2021

Page: 3

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
-------	------	------	--------	-------	----------	--------	------

CERTIFICATION: I, the undersigned do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Stevenson, and that I am authorized to authenticate and certify to said claim.

Clerk Treasurer: _____ Date: _____

Claims Vouchers Reviewed By:

Signed: _____

Signed: _____

Signed: _____

Auditing Committee (Councilmembers or Mayor)