

AGENDA
CITY OF STEVENSON COUNCIL MEETING
January 19, 2023
6:00 PM, City Hall and Remote

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/UC4k9bA0IEvsF6PSoDwjvA/>

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. 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. Please submit written comments to City Hall in person at 7121 E. Loop Rd, via mail to PO Box 371, Stevenson, WA 98648 or via email to leana@ci.stevenson.wa.us by noon the day of the meeting for inclusion in the council packet.]*

3. 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) * 1/18 changes include:

- Added HEALing SCARS resolution (item 7a)
- Added Bell Design Co. contract (item 8e)
- Addition of December Comp Time Roll-over (item 8h)
- Addition of Vouchers (item 11a)

4. 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 Change in Corporate Officers/Stockholders** - Skamania Lodge

- b)** **Minutes** of December 14, 2022 special meeting, December 14, 2022 special workshop, December 15, 2022 regular meeting, and January 11, 2023 special workshop.

MOTION: To approve consent agenda items a-b.

5. PRESENTATIONS FROM OUTSIDE AGENCIES:

- a)** **Skamania County Chamber of Commerce** - Executive Director Angie Weiss will provide an update on recent events and activities.

6. SITUATION UPDATES:

- a)** **Sewer Plant Update (1)** - Staff will present an update on the Stevenson Wastewater System and Compliance Schedule.

7. UNFINISHED BUSINESS:

- a)** ***HEALing SCARS Program Discussion** - Community Development Director Ben Shumaker presents the resolution creating the Helping Adjacent Landowners Sewer Connection and Replumbing Stipend (HEALing SCARS)program.

MOTION: To approve resolution 2023-402 a resolution of the City Council of Stevenson adopting a septic-to-sewer program entitled HEALing SCARS in Stevenson.

- b)** **Pool District Loan Agreement Amendment** - City Administrator Leana Kinley presents an amendment to the interlocal agreement with the Stevenson Community Pool District to forgive \$25,000 of the \$40,000 loan provided in 2022 as approved at the December 15, 2022 council meeting.

MOTION: To approve amendment #1 to the interlocal agreement between the Stevenson Community Pool District and the City of Stevenson as presented.

- c)** **Latecomers Agreement Ordinance for Main D Sewer Mainline Extension along East Loop Road and Frank Johns Road** - City Administrator Leana Kinley presents the latecomers agreement ordinance reapproving the reimbursement area and assessment calculation for the Main D sewer mainline extension along East Loop Road and Frank Johns Road for council consideration.

MOTION: To approve ordinance 2023-1192 an ordinance reapproving the sewer assessment reimbursement area and calculation for the main D sewer line extension in the City of Stevenson, Washington [as presented/with changes as discussed].

8. COUNCIL BUSINESS:

- a)** **Citywide Traffic Assessment** - City Administrator Leana Kinley presents the completed Stevenson Citywide Traffic Assessment for council information and discussion.

b) Skamania County Prosecuting Attorney Agreement - City Administrator Leana Kinley presents the 2023 contract with Skamania County for Prosecuting Attorney services. The rate has increased from \$16,000 to \$18,000 (12.5%), which hasn't changed in over 10 years even though their service costs have increased - mainly employee salaries and benefits.

MOTION: To approve the interlocal agreement with Skamania County for Prosecuting Attorney services.

c) Discuss Committee Appointments - Mayor Scott Anderson presents the attached 2023 draft committee and board appointments for council discussion.

d) Approve Transportation Improvement Board (TIB) Contracts - City Administrator Leana Kinley presents three contracts for projects receiving TIB grants, as outlined in the attached letter, for council consideration. These projects are included in the 2023 budget.

MOTION: To approve agreement 2-W-974(002)-1 with the State of Washington Transportation Improvement Board in the amount of \$144,907 for seal coating sections outlined in the segment list.

MOTION: To approve agreement 6-W-974(006)-1 with the State of Washington Transportation Improvement Board in the amount of \$460,422 to rebuild, resurface and add sidewalks along Loop Road from Columbia Ave east to the city limits.

MOTION: To approve agreement 2-W-974(003)-1 with the State of Washington Transportation Improvement Board in the amount of \$74,146 for the McEvoy Overlay project.

e) *Approve Bell Design On-Call Contract - City Administrator Leana Kinley presents the three-year contract with Bell Design for on-call engineering standards update services for a cost not to exceed \$80,800. This contract was selected through the city's recent RFQ process for on-call engineering services.

MOTION: To approve the contract with Bell Design for on-call engineering standards update services for a cost not to exceed \$80,800.

f) Approve FLO Analytics On-Call Contract - City Administrator Leana Kinley presents the three-year contract with FLO Analytics for on-call GIS services for a cost not to exceed \$31,700 per budget year as outlined in the scope of work. This contract was selected through the city's recent RFQ process for on-call engineering services.

MOTION: To approve the contract with FLO Analytics for on-call GIS services for a cost not to exceed \$31,700 per budget year.

- g) Draft 2023 Council Workshop Calendar** - City Administrator Leana Kinley presents the draft 2023 council workshop calendar for discussion.
- h) *December 2022 Comp Time Roll-Over** - City Administrator Leana Kinley will discuss rolling-over 20 hours comp-time for one employee for the first quarter of 2023 due to the unusual winter storm over the Christmas holiday. The overall budget impact from the salary increase at the beginning of the year compared to if it was taken in 2022 is less than \$100.

MOTION: To approve rolling over 20 hours of comp time from the winter storm in December 2022, which must be used by March 31, 2023.

9. INFORMATION ITEMS:

- a) Chamber of Commerce Report** - The report presented describes some of the activities conducted by Skamania County Chamber of Commerce in the prior month.
- b) Housing Programs Report** - The report for the prior months on housing services provided by Washington Gorge Action Programs in Skamania County is enclosed for council information.
- c) Financial Report** - The preliminary Treasurer's Report and year-to-date revenues and expenses for year end are presented for council review.
- d) Contracts Awarded Administratively** - The report on contracts, purchases and change orders over \$10,000 approved administratively over the past month is attached.
- e) Regional Transportation Council Annual Report** for 2022 is included for council information.

10. CITY ADMINISTRATOR AND STAFF REPORTS:

- a) Ben Shumaker, Community Development Director
- b) Leana Kinley, City Administrator

11. VOUCHER APPROVAL:

- a) *December 2022 payroll, December 2022, 2022 13th month, and January 2023 AP checks** have been audited and are presented for approval. December payroll checks 16479 thru 16497 and 16554 thru 16558 total \$117,921.13 which includes EFT payments. December 2022 AP checks 16559 thru 16619 total \$782,359.96, which includes EFT payments. January 2023 AP checks 16620 thru 16648 total \$403,867.06, which includes EFT payments. 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.

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UPCOMING MEETINGS AND EVENTS:

- Monday, February 6th, 2023, 6pm, Planning Commission Meeting
- Wednesday, February 8th, 2023, 6pm, City Council Workshop
- Thursday, February 16th, 2023, 6pm, City Council Meeting

MINUTES
CITY OF STEVENSON SPECIAL COUNCIL MEETING
December 14, 2022
10:00 AM, City Hall and Remote

1. CALL TO ORDER: Mayor Anderson called the meeting to order at 10:02pm.

PRESENT

Councilmember Dave Cox
Councilmember Kristy McCaskell
Councilmember David Wyatt
City Administrator Leana Kinley

ABSENT

Councilmember Paul Hendricks
Councilmember Michael D. Johnson

2. COUNCIL BUSINESS:

- a) **2021 Financial Audit Exit Conference** - Lindsay Osborne, Program Manager from the Office of the Washington State Auditor, and Cristina Hadziselimovic, Assistant Audit Manager, reviewed the results of the 2021 financial audit and answered questions council of council. The next audit will take place July-August of 2023 to meet the deadline requirement of a Federal Single Audit.

3. ADJOURNMENT - Mayor Anderson adjourned the meeting at 10:13pm.

Scott Anderson, Mayor

Date

MINUTES
CITY OF STEVENSON SPECIAL COUNCIL MEETING
December 14, 2022
6:00 PM, City Hall and Remote

1. CALL TO ORDER/PRESENTATION TO THE FLAG: Mayor Anderson called the meeting to order at 6:02pm.

PRESENT

Councilmember Dave Cox
Councilmember Kristy McCaskell
Councilmember Michael D. Johnson
Councilmember David Wyatt
City Administrator Leana Kinley

ABSENT

Councilmember Paul Hendricks

2. COUNCIL BUSINESS:

- a) **AWC webinar:** Working together - Understanding the roles & responsibilities of elected officials. A copy of the slides are included in the packet.

Council watched a webinar and discussed additional resources for newly elected or appointed members. City Administrator Kinley will send out the new councilmember document with links to resources and information.

3. ADJOURNMENT - Mayor Anderson adjourned the meeting at 6:54pm.

Scott Anderson, Mayor

Date

DRAFT MINUTES
CITY OF STEVENSON COUNCIL MEETING
December 15, 2022
6:00 PM, City Hall and Remote

- 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.

Elected officials attending: Mayor Scott Anderson; Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks.

Staff attending: City Administrator Leana Kinley; Community Development Director Ben Shumaker; City Attorney Ken Woodrich.

Guests attending: Leslie Naramore, Executive Director, and Jennifer Pauletto, Associate Director, Washington Gorge Action Programs; Sarah Kellems, Development and Engagement Coordinator with Mid-Columbia Community Action Council; Kelly Horvath, Director of the Office of Housing Stabilization with Mid-Columbia Community Action Council; Kelly O'Malley-O'Keefe, Stevenson Downtown Association.

Public attending:

- 2. PUBLIC COMMENTS:** No comments were received.

3. CHANGES TO THE AGENDA:

- a) * 12/14 changes and additions** include:
- Liquor License Renewals (items 4b-d)
 - Presentation slides for MCHC Presentation (item 5a)
 - One Prevention Alliance lease renewal (item 9f)
 - Pool District Loan Forgiveness Request (item 9g)
 - HEALing SCARS program discussion (item 9h)
 - Housing Programs Report (item 10c)
 - Planning Commission Minutes (item 10d)
 - Planning Commission Communication (item 10e)
 - Contracts Approved over \$10,000 (item 10f)
 - Monthly Vouchers (item 12a)

- 4. CONSENT AGENDA:** The following items were presented for Council approval.

- a) Approve WAGAP Contract - City Administrator Leana Kinley** presented the contract with Washington Gorge Action Programs for 2023-2024 services in the amount of \$10,000. There are no changes from the previous two-year contract.
- b) *Liquor License Renewal - Skamania Lodge**
- c) *Liquor License Renewal - Big River Grill**

- d) ***Liquor and Cannabis License Renewal** - High-5 Cannabis
- e) **Minutes** of November 17th regular council meeting and November 29th, 2022 special joint meeting with Skamania County Commissioners.

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

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks**.

5. PRESENTATIONS FROM OUTSIDE AGENCIES:

- a) ***Mid-Columbia Houseless Collaborative** - Leslie Naramore, Kelly Horvath and Jennifer Pauletto presented and explained the attached Mid-Columbia Houseless Collaborative 5-Year Strategic Plan. It is available online at midcolumbiahouselesscollaborative.org.

Mayor Anderson called for **item 9d)** of the agenda to be moved forward.

- b) **Item 9d) Approve 2023 Interlocal Agreement Extension for Law Enforcement** -City Administrator Leana Kinley recommended extending the Interlocal Agreement with Skamania County Sheriff's Office for law enforcement services for one year as allowed in section 3 of the contract. This will allow Sheriff- Elect Scheyer time to get up to speed on the contract. Upon approval, a letter will be drafted and sent to the Skamania County Commissioners for their consent.

MOTION to approve the one-year extension under section 3.0 of the interlocal agreement with Skamania County for law enforcement services was made by **Councilmember Cox**, seconded by **Councilmember McCaskell**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks**.

Mayor Anderson called for **item 9g)** of the agenda to be moved forward.

- c) **Item 9g) *Pool District Loan Forgiveness Request** - City Administrator Leana Kinley presented a request from the Stevenson Community Pool District to forgive \$25,000 of the \$40,000 loan provided in 2022. These funds were set aside initially for Pool support from prior years, before the District was established, and were intended as a grant rather than a loan. The District requested it be a loan and the change was made. An email is attached explaining the reason behind their request.

MOTION to forgive \$25,000 of the \$40,000 principal loan provided to the Stevenson Community Pool District was made by **Councilmember Johnson**, seconded by **Councilmember Wyatt**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks.**

6. PUBLIC HEARINGS:

- a) **Proposed 2022 Budget Amendment #2 - City Administrator Leana Kinley** presented and explained proposed changes to the 2022 budget based on revised estimates due to changes in programming, approved contracts, and projected expenses for public comment and council consideration. These amendments need to be approved by the end of the year and cannot wait for a second reading. None of the reported adjustments resulted in a change to the ending balance.

The public hearing opened at 6:45 p.m.

>No public comment was received.

The public hearing closed at 6:48 p.m.

MOTION to approve ordinance 2022-1184 amending the 2022 city budget was made by **Councilmember Cox**, seconded by **Councilmember Wyatt**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks.**

- b) **2023 Sewer Rates - City Administrator Leana Kinley** presented the staff memo and ordinance 2022-1190 detailing the changes to the sewer rates for public comment and council consideration. The rates proposed include a 15% increase to all fees for 2023 as discussed during the 2023 budget process and included in the 2023 budget.

The public hearing opened at 6:48 p.m.

No public comments were received.

The public hearing closed at 7:02 p.m.

MOTION to approve ordinance 2022-1190 revising the sewer rates was made by **Councilmember Cox**, seconded by **Councilmember Johnson**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks.**

7. SITUATION UPDATES:

- a) **Sewer Plant Update (1)** - Equipment is arriving, other equipment is being repaired or replaced, concrete is to be poured in late December if weather cooperates. Current change orders are included in the accounts packet.

8. UNFINISHED BUSINESS:

- a) **Approve Park Plaza Contract - City Administrator Leana Kinley** presented the Park Plaza Interlocal Agreement with Skamania County for consideration. It was on the Dec. 13th, 2022 Skamania County Board of County Commissioners agenda for approval. **Mayor Anderson** reported the BOCC voted unanimously to approve the agreement. He considered this to be the start of the next phase of the project.

>Kelly O'Malley-O'Keefe with the Stevenson Downtown Association commented the project demonstrated cooperation between the city and Skamania County, and will benefit all of Skamania County residents.

MOTION to approve the memorandum of interlocal agreement for operation and maintenance of Skamania County Courthouse Plaza with Skamania County as presented was made by **Councilmember McCaskell**, seconded by **Councilmember Cox**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks**.

- b) **2023 Proposed Budget Ordinance - First Reading - City Administrator Leana Kinley** presented the 2023 proposed budget and ordinance 2022-1191 based on items discussed at the October 12 and November 17, 2022 public hearings and the November 1, 2022 special meeting. Major changes include revising the Sheriff's contract amount, adding TIB grants received to the street fund, updating Tourism fund for approved grant awards, and updating the Equipment Services fund for revised vehicle costs. The 2023 budget needs to be approved by the end of 2022.

MOTION to approve ordinance 2022-1191 adopting the 2023 budget as presented was made by **Councilmember Cox**, seconded by **Councilmember Johnson**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell**.

9. COUNCIL BUSINESS:

- a) **Strategic Plan Q4 2022 Update - City Administrator Leana Kinley** presented and explained an attached update to the Strategic Plan established over the summer.
- b) **Approve 2023 Salary Schedule - City Administrator Leana Kinley** presented and explained resolution 2022-404 adopting the salary schedule for 2023 and 2024 for council review and consideration. As discussed in previous meetings, the schedule represents a Cost of Living Adjustment of 5% for 2023 and 2024 rather than implementing an 8% COLA based on the CPI as done in the past. There is also an adjustment of salaries based on an analysis of similar positions in similar sized agencies ranging from 2%-13%. These updates are included in the 2023 proposed budget.

MOTION to approve resolution 2022-404 adopting the 2023-24 salary schedule was made by **Councilmember Johnson**, seconded by **Councilmember Wyatt**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell**.

c) Approve Personnel Policy Update - City Administrator Leana Kinley presented and explained resolution 2022-405 revising the personnel policy for council consideration. The changes update the job descriptions for the Deputy Clerk Treasurer II and Deputy Clerk Treasurer I, adds the position of Planning and Public Works Assistant, and adds certification pay for a Professional Engineer in the Public Works Department.

MOTION to approve resolution 2022-405 revising the personnel policy as amended was made by **Councilmember Wyatt**, seconded by **Councilmember Cox**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks**.

d) Approve 2023 Interlocal Agreement Extension for Law Enforcement – This item was moved to an earlier time in the meeting as item 5b).

e) Approve Waiving Back-Billing - City Administrator Leana Kinley presented a customer request to waive the back-billing for a second unit for council review and consideration.

No action was taken.

f) *Approve Lease Agreement for One Prevention Alliance - City Administrator Leana Kinley presented the agreement between the City and Educational Services District 112 on behalf of One Prevention Alliance to renew the two-year lease of 500 square feet of the basement of city hall for their operations and storage for council consideration.

MOTION to approve the two-year lease agreement with Educational Services District 112 as presented was made by **Councilmember Johnson**, seconded by **Councilmember McCaskell**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks**.

g) *Pool District Loan Forgiveness Request -This item was moved to an earlier time in the meeting as item 5c).

h) *HEALing SCARS Program Discussion - Community Development Director Ben Shumaker presented the staff memo requesting Council direction on the Helping Adjacent Landowners Sewer Connection and Replumbing Stipend program. It is intended to reduce the costs to property owners when hooking up to the city's sewer system.

A final draft is being prepared for consideration and Council guidance is requested. Background information on how the program came about was provided, and two questions were presented to the Council:

1. Who should qualify for the funding; and
2. Should the program be administered as a loan or a grant?

State statutes prohibit gifting of public funds. City Attorney Ken Woodrich advised other municipalities have loan programs.

Council agreed the program should be available to all residents, and directed staff to look into loan programs. **Mayor Anderson** suggested learning if another entity could manage the program.

10. INFORMATION ITEMS: The following items were presented for Council consideration.

- a) **Chamber of Commerce Report** describing some of the prior month's activities.
- b) **Financial Report** - The Treasurer's Report and year-to-date revenues and expenses through the prior month.
- c) ***Housing Programs Report** on housing services provided in the prior month by Washington Gorge Action Programs in Skamania County.
- d) ***Planning Commission Meeting Minutes** from October and November, 2022.
- e) ***Planning Commission Communication Regarding Snow Management** - A memo from the Planning Commission was enclosed regarding a strategic priority recommendation for snow plowing and snow shoveling.
- f) ***Contracts Awarded Administratively** - The report on contracts, purchases and change orders over \$10,000 approved administratively over the past month was attached.

11. CITY ADMINISTRATOR AND STAFF REPORTS:

- a) **Ben Shumaker, Community Development Director**
 - i. An Annexation Sub-Committee is being formed. Planning Commissioners Charlie Hales and Jeff Breckel will serve on it. Shumaker encouraged a member of the City Council to join as well, and has drafted a letter to Skamania County Planning Department inviting their participation.
 - ii. Work on developing shoreline access plan is moving forward.
 - iii. Parking regulations are under consideration, as are options addressing downtown parking.
 - iv. Potential state funding is being explored for up to six broadband projects in conjunction with Skamania County.
 - v. Safe Schools walking routes plan is being worked on.
 - vi. Pre-application work is underway for water front projects.
- b) **Leana Kinley, City Administrator**

- i. Columbia Street soil test results are being reviewed by the Department of Ecology. Determining responsibility for any mitigation costs is next.
- ii. The ad for the new Planning Dept. position is being prepared for publication.
- iii. Transportation Investment Board funding for several street projects has been received.

12. VOUCHER APPROVAL:

- a) ***November 2022 payroll and December 2022 AP** checks have been audited and were presented for approval. November payroll checks 16468 thru 16471 total \$102,431.90 included EFT payments. December 2022 AP checks 16467, 16472 thru 16553 total \$1,440,637.17, included EFT payments. The AP check register with fund transaction summary was attached for review.

MOTION to approve the vouchers as presented was made by **Councilmember Cox**, seconded by **Councilmember Johnson**.

Voting aye: **Councilmembers David Wyatt, Dave Cox, Michael Johnson, Kristy McCaskell, Paul Hendricks**.

13. MAYOR AND COUNCIL REPORTS:

- a) The Christmas light display on Second Street was a success. The Downtown Association was commended for its creativity in using the lamp posts for the lights.

14. ISSUES FOR THE NEXT MEETING:

- a) HEALing SCARS loan program ideas.

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

Scott Anderson, Mayor

Date

MINUTES
CITY OF STEVENSON COUNCIL WORKSHOP
January 11, 2023
6:00 PM, City Hall and Remote

1. CALL TO ORDER/PRESENTATION TO THE FLAG: Mayor Pro-Tempore Dave Cox to call the meeting to order at 6:01pm, lead the group in reciting the pledge of allegiance and conduct roll call.

PRESENT: Councilmembers Dave Cox, Kristy McCaskell, Michael D. Johnson, and David Wyatt.
Community Development Director Ben Shumaker, City Administrator Leana Kinley

ABSENT: Councilmember Paul Hendricks, Mayor Scott Anderson

2. COUNCIL BUSINESS:

a) **AWC Webinar:** Community planning and development 101 for elected officials available on the Association of Washington Cities website. There are no additional materials with this training.

Council watched and discussed the webinar. There were questions regarding the recent conditional use application from The Society Hotel denied by the City of Bingen and the reason for the denial. City Administrator Kinley will look into it further and get back to council.

3. ADJOURNMENT – Mayor Pro-Tempore Cox adjourned the meeting at 7:14pm.

Scott Anderson, Mayor

Date

**CITY OF STEVENSON, WASHINGTON
RESOLUTION NO. 2023-402**

**A RESOLUTION OF THE CITY COUNCIL OF STEVENSON ADOPTING
A SEPTIC-TO-SEWER PROGRAM ENTITLED HEALING SCARS IN
STEVENSON.**

WHEREAS, the *Stevenson Comprehensive Plan, as amended through May 2022*, seeks to reach a point where “development within the Stevenson Urban Area wisely considers the long-term interests of the community” (Goal 2) and “reliable utilities and convenient services fulfill the needs of the current and future community” (Goal 8). These goals guide decisions and plans for the wastewater collection and treatment system stewarded by the City Council; and

WHEREAS, in 2017, the City Council updated its *General Sewer Plan and Wastewater Facilities Plan*. The update was initiated in response to an Administrative Order from the Washington Department of Ecology. This Order was issued after repeated influent and effluent violations from the City’s Wastewater Treatment Plant (WWTP). The updated plans identified necessary improvements to the WWTP as well as the system of pipes and pumps collecting waste and conveying it to the WWTP; and

WHEREAS, the adopted 2017 update was the first update since 1991, which itself was the first update since 1977. Projects for construction, expansion and improvement of the WWTP and/or collection were identified in each plan. With each update, the City considered the Comprehensive Plan and planned for the future as it sized projects. Infrastructure improvements of this nature are known as “lumpy” as several years of low-cost maintenance are interspersed with large capital expenditures; and

WHEREAS, the 2017 wastewater plans anticipated a capital improvement “lump” of \$16,222,000 over a 6-year period as well as several smaller capital improvements to occur thereafter. Paying for these improvements is anticipated to occur partially via loan, with repayment spread over all users over a long term. All users will benefit as new users connect to the system, thereby reducing the repayment obligations of each individual user; and

WHEREAS, the wastewater collection system covers many—but not all—areas of the City and receives wastewater from many—but not all—properties in those areas. Often, properties were left unsewered because they were not yet developed when the majority of the sewer lines were installed in the 1970s. In many cases such properties were left undeveloped because of the difficult realities of developing near the many wet areas, and incising streams, and hazards of Stevenson’s hillside location. Often, uncoordinated, small-scale development in those areas over the past 50 years have not generated the return on investment necessary to extend or connect to the public sewer system, and the City has allowed installation of septic systems as an alternative to sewer connection. The long-term interest in providing a reliable and convenient wastewater system anticipates connection of these areas and properties over time; and

WHEREAS, objectives 2.1, 2.6, 2.7, 2.10, 2.13, 8.9, 8.21, and 8B.1, of the *Stevenson Comprehensive Plan, as amended through October 2022*, recommendations 6, 17, 22, 23, and 24

of the 2005 Watershed Management Plan for Wester Water Resource Inventory Area 29 (Western WRIA 29) and actions 5 and 6 of the 2015 WRIA 29A Watershed Planning Detailed Implementation Plan (DIP), support the City’s active role in managing land use, monitoring water quality and improving ground and surface water quality through a septic-to-sewer program., specifically identified in the DIP as Task 6.5;

WHEREAS, objectives 3.6 and 8A.1 of the *Stevenson Comprehensive Plan, as amended through May 2022* provide guideposts to ensure the septic-to-sewer program does not inflate housing costs, overwhelm facility capacities, or otherwise run contrary to the public health, safety or welfare;

AND WHEREAS, the City Council has carefully considered the public purposes served by the establishing a septic-to-sewer program. The financial incentive provided by the Helping Encourage Adjacent Landowners Sewer Connection and Replumbing Stipend is provided pursuant to RCW 35.67.360 therefore not a gift of public funds in violation of the Washington State Constitution Article XIII section 7;

NOW, THEREFORE, the City Council of the City of Stevenson RESOLVES to adopt the policies, procedures, and related amounts of septic-to-sewer program as contained in Exhibit “A”; and

BE IT FURTHER RESOLVED that this resolution shall be effective on February 1st, 2023.

Passed by a vote of _____ at the City Council meeting of _____, 2023.

SIGNED:

ATTEST:

Scott Anderson
Mayor of Stevenson

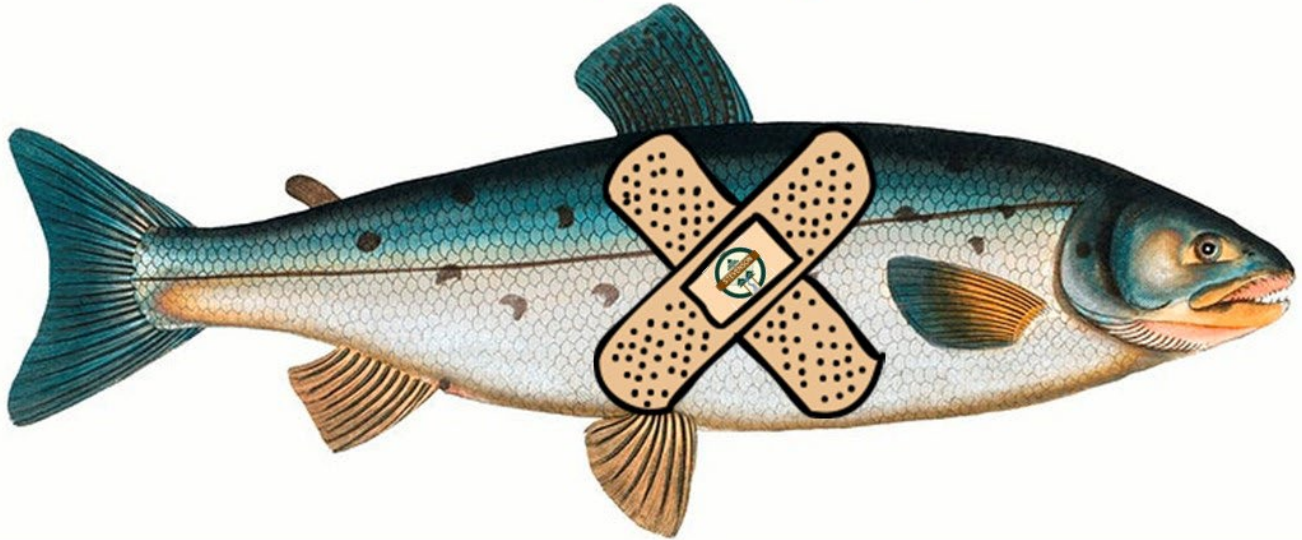
Leana Kinley
Clerk/Treasurer

APPROVED AS TO FORM:

Kenneth B. Woodrich
City Attorney

HEALing SCARS in Stevenson

**Helping Encourage Adjacent Landowners
Sewer Connection and Replumbing Stipend**



Policies, Award Procedures and Fund Administration

Approved by Resolution 2023-402

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I. OVERVIEW

HEALing SCARS in Stevenson is a septic-to-sewer program adopted pursuant to RCW 35.67.360 advancing the public purposes stated herein. The program offers a financial incentive to decommission existing septic systems and connect to the public sewer system. The program's name reflects its intent: Helping Encourage Adjacent Landowners, Sewer Connection & Replumbing Stipend in Stevenson. This document lays out policies and procedures to ensure the incentive program is administered equitably and is not distributed as a gift of public funds.

Need

Private, on-site septic systems exist in the Stevenson community. These systems' performance declines over time and create a greater and greater threat to public and aquatic health with each passing year. There are approximately 20 homes which are a) adjacent to an existing sewer main, b) within 300 feet of a fish-bearing stream, and c) still connected to an on-site septic.

Private, on-site septic systems involve minimal financial commitment by their owners. Transitioning to the public system involves ~\$22,300 in contractor fees, permit fees, and system development charges.

Collectively Stevenson's near-stream landowners can anticipate ~\$446,000 in costs to transition from on-site septic systems to the municipal wastewater treatment plant.

Purpose

With this program, the City Council seeks to address that need while advancing these public purposes:

1. The public sewer system should be used to preserve, protect, and enhance the water quality values of fish-bearing streams (2.2).
2. The public sewer system should be used to correct health and safety hazards (8B.2).
3. The public sewer system should guide urban expansion (2.10, 8.9).
4. Infill should occur in areas already served by the public sewer system (2.7, 8.9).
5. Incentives should be available for infill in areas served by the public sewer system (2.13).
6. Incentives should decrease dwelling costs (3.6).
7. The cost of the public sewer system should be shared by more users (3.6, 8B.1).

The purposes above advance the goals and objectives of the *Stevenson Comprehensive Plan, April 2013 as Amended through October 2022*. The parenthetical notation provides a more specific reference to their location in the Comprehensive Plan. The restatement of these public purposes is related solely to this program. Their inclusion here does not preclude the City Council's embrace of other programs advancing the same or other purposes.

Controlling Laws

The expenditure of public funds for the purchase of, and contracting for, goods, services, supplies and materials, shall comply with all applicable state law requirements as set forth in the Revised Code of Washington (RCW) and the Washington Administrative Code (WAC), in addition to any applicable local and federal laws and regulations. In particular, RCW 35.67.360 is noteworthy.

Monitoring and Compliance

The City Administrator shall implement, monitor, and enforce these policies and procedures.

II. STIPEND

Maximum Award Amount

The HEALing SCARS in Stevenson program provides an incentive up to \$25,000. Two tiers of incentive stipends are offered:

- Tier 1 Incentive Grants shall not exceed the maximum amount listed above. This incentive tier is available based on an applicant’s need and fund availability. Need is determined at the reasonable discretion of the Administrator. Factors used by the Administrator may include:
 - Whether the applicant qualifies as a low-income senior citizen or low-income disabled citizen under SMC 13.10,
 - Other indicators of the applicant’s net financial worth showing financial need.
- Tier 2 Incentive Loans are offered at an amount equivalent to the maximum amount listed above. All applicants are eligible for Tier 2 Incentive Loans.

The City Council estimates there are 20 or fewer properties which are currently eligible for assistance under this program and acknowledges that this number will change over time as homes connect and as sewer is extended.

Determining the Maximum Amount

The stipend amount listed in this section is determined based on the collection of costs in Appendix A. These costs are estimated within 2 broad categories:

- Contractor Costs (ex., plumber, excavator, etc.)
- City/County Charges (ex., system development charges, permit fees, inspection fees, document recording fees, etc.)

The City Council acknowledges that the estimates are not static and the maximum amount may not cover all associated costs. Updates to Appendix A are appropriate and should occur at a frequency determined by the Administrator.

Terms of Stipend

Typically cities are prohibited from gifting city funds or lending credit under Article XIII Section 7 of the Washington State Constitution. However, the City may gift funds to aid the “poor and infirm”, and RCW 35.67.360 makes a special exception for loans to advance sewer and stormwater connections.

Tier 1 Incentive Grants are awarded based on financial need. All incentives are awarded on a reimbursement basis for actual costs incurred. As a condition of award, recipients of either a grant or loan will be required to enter into a contract with the City. See Appendix B.

The stipend is not intended to drive housing speculation or increase housing costs. To safeguard against this, stipend recipients must agree to repay the full principal balance plus a 25% deterrent amount. The deterrent amount is based on the original award amount. The length of the deterrent period is limited to 3 years from the initial award date, unless a different length is established when the award is issued. See Appendix B. The Administrator may waive the deterrent requirement related to Tier 1 awards.

III. ELIGIBILITY

This section documents eligibility for receipt of an incentives under the HEALing SCARS program. Based on the criteria below, the City Council anticipates approximately 20 systems are eligible in 2023. The number of eligible systems will change over time (homes connect, sewer mains are extended, eligibility thresholds are modified).

Eligible Applicant

Eligible applicants are those city residents owning and occupying the dwelling for which a stipend is sought. Generally, occupancy means the owner resides in the dwelling as the applicant's primary residence and does not rent the dwelling during the applicant's absence.

Eligible Area

Based on the stated purposes, this program is only available to those properties for which sewer is already available. The area is further limited to target specific needs. Stipends will be available to owners of a property which is:

- Adjacent to an existing sewer main having sufficient capacity to accept the new connection, and
- Within 300' of a fish-bearing stream (Type F) or shoreline of the state (Type S).

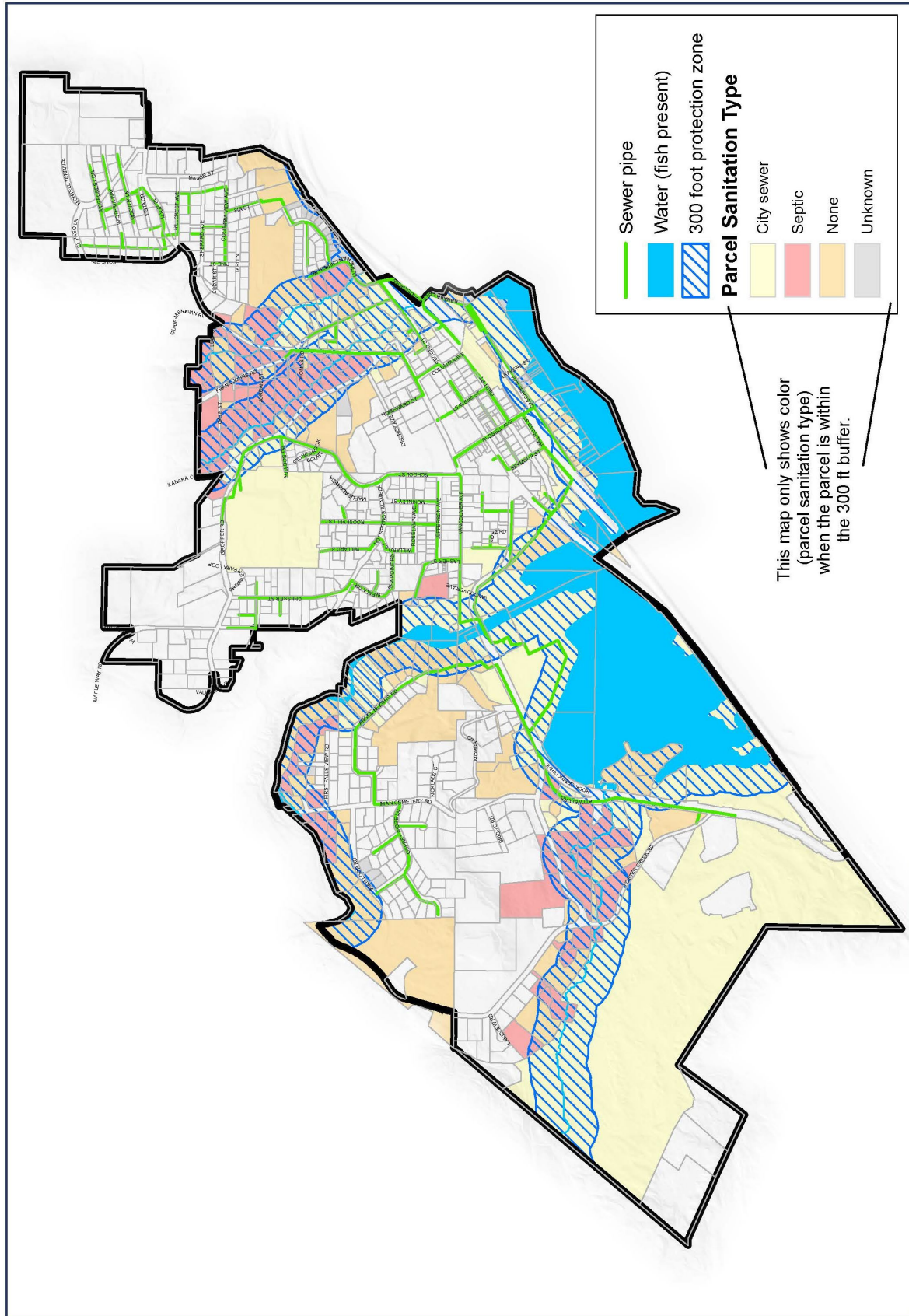
Extended Eligibility

Proximity to a stream is not a limiting factor for any eligible applicant who the City Administrator determines is eligible for a Tier 1 award.

Ineligible Systems

[Reserved.]

MAP A – Eligible Areas



This map only shows color (parcel sanitation type) when the parcel is within the 300 ft buffer.

SKAMANIA COUNTY
 Department of Assessment & GIS
 Created by: RPH Created: 11/28/2022
 Comment: A spreadsheet of sanitation type (circa 2017) developed by the City was used to establish parcels that have 'City sewer', 'Septic', and 'None'. Parcels listed as 'null' or not listed in the spreadsheet have been assigned as 'Unknown'.



0 500 1,000 Feet

IV. APPLICATION FOR INCENTIVES

Applications for an incentive under this program must be made on a form provided by the Administrator. Prior to accepting an application as complete, the Administrator may request any additional information the Administrator deems necessary to review the applicant's eligibility for award. Complete applications will be accepted on a continuous basis. Complete applications will be reviewed, and awards will be granted on a first come, first served basis, subject to fund availability.

V. FUND ADMINISTRATION

The HEALing SCARS fund is operated as a Special Revenue Fund account. Among any other sources, contributions to this account are anticipated from:

- Transfers from the City's general fund,
- Benefactors, donations, etc.,
- In-lieu payments made to offset water quality or other environmental impacts by project proponents. Examples of this type include the initial seed funding paid as a result of a City stormwater project and include without limitation development projects in Shoreline Jurisdiction or impacting critical areas.

In addition to the award of incentives described herein, funds from this account may be used to demonstrate the impact of the award. Anticipated costs in this category include, without limitation, periodic surface water quality sampling and creation of maps related to the program.

Map B – Completed Projects

[RESERVED]

APPENDIX A – Cost Estimate (2022)

The table below collects all costs anticipated by the city for connection of an existing home to an adjacent public sewer system. The estimated costs herein were used to set the maximum award amount for the HEALing SCARS program.

Contractor Fees	
Replumbing ("Building Drain")	\$ 2,500
Scope/Assumptions: Install new building drain from existing low point to new cleanout (installed by others) at exterior building wall. Assume one low point in accessible crawl space. Assume existing drain runs to back yard and new drain runs 25' to new cleanout in the front yard.	
Sewer Connection ("Building Sewer"/Cleanout/Lateral to Main)	\$ 9,050
Scope/Assumptions: Install new cleanout at exterior building wall. Excavate, backfill, and reseed trench for new 4" lateral. Assume 30' length. Install new cleanout at property line. Excavate, backfill, compact, repour and repave trench within City street. Assume 6'x6' sidewalk repair, curb repair, and 2'x25' pavement repair. Connect to sewer main.	
Septic Decommissioning Total	\$ 4,025
Scope/Assumptions: Pump Septage from existing tank. Assume either 1,000 or 2,000 gallon tank. Includes a "pumper's inspection report" to Skamania County related to septic tank abandonment. Cut and cap influent line from home. Fill void in existing tank (haul or excavate on site). Assume 1,000 and 2,000 gallon tanks. Remove risers and lids/Remove risers and crush lids. Cut and cap effluent line to drain field.	
City/County Charges	
Sewer System Development Charge	\$ 6,175
Application/Inspection Fees	\$ 325
Scope/Assumptions: Includes Land Use Permit Application Fee, Application to Abandon Existing Septic Tank, Right-of-Way Use Fee, Sewer Inspection Fee, Plumbing Permit Fee	
Document Recording Fees	\$ 225
TOTAL	\$ 22,300

All individual costs in this table are rounded up to the nearest \$25 increment. Contractor costs are based on an average of all estimates generated from City outreach on this project. City outreach included requests to the following list of contractors. Contractors are listed in alphabetical order. Those in bold responded in a timely fashion.

- **Basse Construction**
(509)637-4739 billwbasse@gmail.com
- **Bishop Sanitation**
(509)773-4707 lisa@bishopholdings.biz
- **Brad's Septic Service**
Does not currently service Stevenson
- **Chinook Plumbing and Heating, Inc**
(509)493-1000 chinookplumbinghr@gmail.com
- Genesis Septic Solutions, LLC
- NW Construction General Contracting
- Trademark Plumbing LLC
- Van Pelt Inc
- Woodburn Plumbing, Inc

APPENDIX B – Award Agreement Templates

The following templates are available to assist applicants, recipients and the Administrator:

- Sewer Reconnection and Repayment Agreement (6 Pages)
- Deed of Trust (3 Pages)
- Modification to Sewer Reconnection and Repayment Agreement (2 Pages)
- Application for Payment of Contractor Invoice (1 Page)
- What's Next letter (1 Page)

The Administrator may modify these templates (in-whole or in-part) for use in any individual award.

When Recorded Return to:

City of Stevenson
7121 East Loop Road
PO Box 371
Stevenson, WA 98648

SEWER RECONNECTION AND REPAYMENT AGREEMENT

CITY OF STEVENSON HELPING ENCOURAGE ADJACENT LANDOWNERS
SEWER CONNECTION AND REPLUMBING STIPEND
(HEALing SCARS)

INTERNAL PROJECT NUMBER AND NAME

THIS IS AN AGREEMENT between the undersigned property OWNER(S), and the City of STEVENSON (CITY) whereby the CITY agrees to issue a permit to connect the property herein described to a certain CITY sanitary sewer and to finance the costs thereof, and the OWNER(S) agrees to connect the property to such public sanitary sewer, to decommission the existing septic system on the property, and to repay such costs upon the terms and conditions herein stated.

1. OWNER(S) OF RECORD: The undersigned person or persons are the OWNER(S) of record of the property at the following street address:

FIRST BORROWER NAME
SECOND BORROWER NAME
STREET ADDRESS
CITY, STATE ZIP

2. LEGAL DESCRIPTION: The legal description of such property is as follows:

ABBREVIATED LEGAL DESCRIPTION
See also Exhibit "A" – Legal Description of the Parcel(s)
ASSESSOR'S TAX PARCEL NUMBER

3. AVAILABILITY OF SANITARY SEWER. A City owned sanitary sewer is available to said property at the following location: **STREET ADDRESS, CITY, STATE ZIP.**

4. OWNER(S) AGREEMENTS. In consideration of the CITY'S permission for the undersigned OWNER(S) to connect such property to such sewer, the OWNERS agree as follows:

HEALING SCARS AGREEMENT - 1

- 4.1. To warrant that they are the owners of record of the property, that it is an existing single residential property which is currently on an on-site septic system and is not currently connected to public sanitary sewer.
- 4.2. To connect to said public sewer within one hundred eighty (180) days of execution of this Agreement, unless the CITY agrees, in its sole discretion, to extend such period for good cause shown.
- 4.3. To cause the on-site septic system to be immediately treated and terminated upon connection to said sewer.
- 4.4. To pay all application and permit fees due to CITY.
- 4.5. To repay all sewer connection incentive funds expended for the benefit of the property under this Agreement in accordance with the following terms and conditions:

4.5.1. The sewer connection - related costs covered by this Agreement are as follows:

Municipal fees and charges	\$ XXXX.XX
Sewer lateral connection costs	\$ XXXX.XX
<u>Septic system abandonment costs</u>	<u>\$ XXXX.XX</u>
TOTAL:	\$ XXXX.XX

4.5.2. The OWNERS agree to pay to the order of the CITY the sum of _____ DOLLARS AND XX/100 (\$XXXX.XX) in equal monthly payments for a term of twenty (20) years with interest from the date at the rate of 4.15 percent (4.15%) per annum on the unpaid balance until paid.

4.5.3. Payments are to be made in lawful money of the United States at the City of Stevenson, Washington City Hall, or at such other place as shall be designated by the CITY in writing.

4.5.4. Payments shall be due monthly commencing on the first of the month following execution of this Agreement by the parties and shall be due on the first of the month thereafter until paid in full.

4.5.5. The OWNERS reserve the right to prepay at any time all or any part of the principal amount due under this Agreement, plus accrued interest and, where applicable, a speculation deterrent penalty.

4.5.6. All payments received on amounts due under this Agreement shall be applied first to the interest due under the Agreement, and then to the principal due on the Note, and the remaining balance shall be applied to late charges, if any.

4.5.7. If suit is instituted by the CITY to collect payment under this Agreement, or any portions thereof, the OWNERS agree to pay all costs of such collection, including

HEALING SCARS AGREEMENT - 2

reasonable attorney's fees and court costs, and the OWNERS further agrees that venue and jurisdiction may be in Skamania County, Washington, at the LENDER'S option. If the amounts owed under this Agreement are reduced to judgment, such judgment shall bear the statutory interest rate on judgments.

- 4.5.8. To execute a Deed of Trust on the property naming the CITY OF STEVENSON as beneficiary to secure repayment of amounts loaned by the CITY under this Agreement.
- 4.5.9. To sign an addendum to this Agreement agreeing to repay under the same terms and conditions any additional sums loaned under the HEALING SCARS program benefiting the property.
- 4.5.10. That the Deed of Trust shall secure such additional sums.
- 4.5.11. The OWNERS hereby waive demand, protest and notice of demand and protest to the extent authorized by law, any and all homestead and other exemption rights which otherwise would apply to the debt evidenced by this Agreement.
- 4.6. In the event that the property is further short platted or subdivided, the OWNERS agree to pay any excess latecomer fees due to CITY.
- 4.7. The OWNERS agrees to provide the CITY with proof acceptable to the CITY that septic system has been treated and terminated. Examples of such proof include an invoice from a licensed plumber showing that the system has been treated and terminated or an inspection report from a City inspector.
- 4.8. The OWNERS agree to authorize the CITY to pay the OWNERS' contractor(s), if any, in behalf of the OWNERS for the costs to connect the property to a CITY sewer lateral and for the costs of abandonment of the septic system for the property.
5. ELIGIBLE COVERED COSTS: The CITY agrees to finance and/or waive any of the following costs for connection of such property to public sanitary sewer which the OWNERS desire to finance under this Agreement:
 - 5.1. To finance a system development charge, latecomer agreement, application, permit, and inspection fee imposed upon the property by CITY in conformity with the terms and conditions of this Agreement.
 - 5.2. To finance the actual costs to the OWNERS to connect the property to a CITY sewer lateral and to pay for the costs of treating and terminating the septic system for the property.
6. CONDITIONS FOR CITY PAYMENT/WAIVER OF COSTS: The CITY'S payment to the OWNERS or OWNERS' contractor(s), if any, of amounts pursuant to this Agreement are conditioned upon the following:

HEALING SCARS AGREEMENT - 3

- 6.1. That the CITY has, at its option, either inspected and approved the work necessary to connect the property to the public sanitary sewer lateral and to treat and terminate the septic system on the property or the OWNERS have presented other proof of connection of the property to the sanitary sewer and treatment and termination of the septic system satisfactory to the CITY.
- 6.2. That the OWNERS agree to comply with the terms and conditions of this Agreement.
7. FILING OF AGREEMENT. The CITY shall file this Agreement and Deed of Trust with the Skamania County Auditor. This Agreement and all delinquent payments attributable to the financing of the systems development charge shall be a lien upon the described property as provided in State law at RCW 35.67.200, enforceable in accordance with RCW 35.67.200 through 35.67.280, and as an additional concurrent method of enforcement, water service to the described property may be terminated in accordance with RCW 35.67.290 until the delinquent payments have been made and the property OWNER(S) agree to hold the CITY harmless from any claims resulting from any shut off of utility service. Additionally, the CITY shall have the security interest in the property in the form of a Deed of Trust.
8. RELEASE. Upon termination or full payment under the terms of this Agreement, the director of finance or designate shall execute a release of such lien and of the Deed of Trust. Said release shall be filed with the Clark County Auditor by the CITY, acknowledging the satisfaction this Agreement. OWNERS shall pay any recordation costs and preparation fee (if any) of said release documents. The payment obligations of this Section shall survive termination of this Agreement.
9. CITY'S DESIGNATION OF SEWER CONNECTION LOCATION. The sewer connection permitted by this Agreement shall be made to the public sewer only at the point agreed to by the CITY Department of Public Works and connection shall be subject to all inspections and other regular conditions of service.
10. NOTICES. Any notice to OWNERS provided for in this Agreement shall be in writing and be given by mailing such notice by certified mail, return receipt requested, addressed to OWNERS at the property address stated in this Agreement, or to such other address as the OWNERS may designate by notice in writing to the CITY. Any notice to the CITY shall be given by mailing such notice by certified mail, return receipt requested, to the CITY at:
11. EFFECTIVE DATE OF THIS CONTRACT. This Agreement shall go into effect immediately upon execution by the parties.
12. TERMINATION OF AGREEMENT. This Agreement shall expire and be of no force or effect if this Agreement is not signed and returned to CITY within thirty days of the date of signature by the CITY of Stevenson. Additionally, if the Agreement is signed and returned, this Agreement shall expire and be of no force or effect if connection to the

HEALING SCARS AGREEMENT - 4

sanitary sewer of the property has not commenced within sixty days of the date of the CITY's signature to this Agreement. If work is not completed within one hundred eighty days of execution of this Agreement by the CITY, this Agreement shall be of no force or effect and any waivers or payments of system development charges or other charges made pursuant hereunder shall be void. The OWNERS agree that upon such termination, all funds advanced to the OWNERS or the OWNERS' contractor(s) by the CITY, including any recordation costs and preparation fee (if any) of said release documents pursuant to section 8 of this Agreement, shall become immediately due and payable and subject to the terms of this Agreement and that any payments made to the CITY pursuant to this Agreement shall remain the property of the CITY and shall not be refunded to the OWNERS. The payment obligations of this Section shall survive termination of this Agreement.

13. SPECULATION DETERRENT PENALTY. The property owner may at any time pay off this contract. If all or any part of the property or any interest in the property is sold or transferred within 36 months of the effective date of this agreement, the OWNER agrees to pay a penalty of twenty-five percent (25%) of the original principal amount.
14. DUE ON SALE. The property owner may at any time pay off this contract. If all or any part of the property or any interest in the property is sold or transferred (or if the OWNER(S) is not a natural person and a beneficial interest in OWNER(S) is sold or transferred) without CITY's prior written consent, CITY will require immediate payment in full of all sums secured by this Agreement and the Deed of Trust. CITY shall give notice of acceleration. The notice shall provide a period of not less than 30 days from the date the notice is given within which OWNER(S) must pay all sums secured by this Agreement and the Deed of Trust. If OWNER(S) fails to pay these sums prior the expiration of this period, CITY may invoke remedies permitted by this Agreement and the Deed of Trust without further notice or demand on OWNER(S).
15. ENTIRE AGREEMENT. This Agreement constitutes the entire Agreement between the parties pertaining to the subject matter hereof.

Dated this _____ day of _____, 20____

CITY OF STEVENSON

By Leana Kinley, City Administrator or designee

Dated: _____

HEALING SCARS AGREEMENT - 5

OWNER(S)

FIRST BORROWER NAME

SECOND BORROWER NAME

Mailing Address

City, State

Zip

Phone Number

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAMANIA)

On _____ day of _____, 20____, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared **FIRST BORROWER NAME AND SECOND BORROWER NAME** to me known to be the individuals described in and who executed the foregoing Sewer Connection and Repayment Agreement, and acknowledged to me that **FIRST BORROWER NAME AND SECOND BORROWER NAME** signed and sealed the said instrument as his and her free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal affixed the day and year above written.

Notary Public for the State of Washington
My commission expires: _____

HEALING SCARS AGREEMENT - 6

When Recorded Return to:

City of Stevenson
7121 East Loop Road
PO Box 371
Stevenson, WA 98648

DEED OF TRUST

**CITY OF STEVENSON HELPING ENCOURAGE ADJACENT LANDOWNERS
SEWER CONNECTION AND REPLUMBING STIPEND
(HEALing SCARS)**

GRANTORS: FIRST BORROWER NAME AND SECOND BORROWER NAME.

**GRANTEE: CITY OF STEVENSON, a municipal corporation duly organized
under the laws of the state of Washington.**

TRUSTEE: COLUMBIA GORGE TITLE COMPANY

THIS DEED OF TRUST is made on the _____ day of _____, 20____
between **FIRST BORROWER NAME AND SECOND BORROWER NAME** (hereinafter
referred to as “Grantors”), **COLUMBIA GORGE TITLE COMPANY** (hereinafter referred
to as “Trustee”), and **THE CITY OF STEVENSON**, a municipal corporation duly organized
under the laws of the state of Washington (hereinafter referred to as “Beneficiary”).

The Grantors, in consideration of money loaned or credit extended by the Beneficiary under
the HEALing SCARS program under that Sewer Connection and Repayment Agreement on
file with the City of Stevenson together with any indebtedness for such future advances as
may be extended to the Grantors under such program, hereby irrevocably grant and convey to
the Trustee in trust, and any transferee of the Trustee, with power of sale, the following real
property situated in the County of Skamania, State of Washington, and described as follows:

LEGAL DESCRIPTION: ABBREVIATED LEGAL DESCRIPTION.

See also Exhibit “A” – Legal Description of the Parcel(s)

PARCEL NUMBER: ASSESSOR’S TAX PARCEL NUMBER

Which has the address of **STREET ADDRESS, CITY, STATE ZIP** (hereinafter referred to
as the Property Address).

ATTACHMENTS: Exhibit “B” Sewer Connection and Repayment Agreement

DEED OF TRUST - 1

THIS DEED OF TRUST IS FOR THE EXCLUSIVE PURPOSE OF SECURING PERFORMANCE of the Agreement, that the Grantors shall pay to the order of the BENEFICIARY the sum set forth in THE AGREEMENT and the mutually agreed modifications and /or addenda thereto, if any, according to the terms thereof and shall satisfy all conditions of this Trust Deed.

By executing and delivering this Deed of Trust and by the simultaneous execution and delivering of THE AGREEMENT the parties agree that all provisions of Paragraphs 1 through 35 inclusive of the Master Deed of Trust recorded in Skamania County, Washington, Book 47, Pages 41 through 44, are hereby incorporated herein by reference and made an integral part hereof for all purposes the same as if fully set forth herein at length, and the Grantors hereby make said covenants and agree to fully perform all of said provisions.

Dated this _____ day of _____, 20____.

ACKNOWLEDGEMENT

(Sign) _____

FIRST BORROWER NAME

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAMANIA)

I certify that I know or have satisfactory evidence that FIRST BORROWER NAME is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she was authorized to execute the instrument and acknowledged it to be the free and voluntary act of such person for the uses and purposes mentioned in the instrument.

Dated this _____ day of _____, 20____.

Notary Public for the State of Washington
(print name) _____
My commission expires: _____

DEED OF TRUST - 2

ACKNOWLEDGEMENT

(Sign) _____

SECOND BORROWER NAME

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAMANIA)

I certify that I know or have satisfactory evidence that FIRST BORROWER NAME is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she was authorized to execute the instrument and acknowledged it to be the free and voluntary act of such person for the uses and purposes mentioned in the instrument.

Dated this _____ day of _____, 20_____.

Notary Public for the State of Washington
(print name)_____

My commission expires: _____

When Recorded Return to:

City of Stevenson
7121 East Loop Road
PO Box 371
Stevenson, WA 98648

**MODIFICATION TO
SEWER RECONNECTION AND REPAYMENT AGREEMENT**

CITY OF STEVENSON HELPING ENCOURAGE ADJACENT LANDOWNERS
SEWER CONNECTION AND REPLUMBING STIPEND
(HEALing SCARS)

INTERNAL PROJECT NUMBER AND NAME

Referenced in Agreement as “Exhibit B” or “Addendum”

OWNER(S): FIRST BORROWER NAME AND SECOND BORROWER NAME.

LEGAL DESCRIPTION: ABBREVIATED LEGAL DESCRIPTION.
See also Exhibit “A” – Legal Description of the Parcel(s)

PARCEL NUMBER: ASSESSOR’S TAX PARCEL NUMBER

THIS IS A MODIFICATION to that Sewer Connection and Repayment Agreement (the Agreement) between the OWNER(S) and the City of Stevenson (“CITY”) dated _____ day of _____, 20____ and filed as Exhibit B of the Deed of Trust under Auditor’s File Number #####.

It is made pursuant to Sections 4.5.9 of the Agreement in consideration for additional sums paid by the CITY and benefiting the OWNER(S) under the Helping Encourage Adjacent Landowners Sewer Connection and Replumbing Stipend (HEALing SCARS) program as follows:

Municipal fees and charges	\$ XXXX.XX
Sewer lateral connection costs	\$ XXXX.XX
Septic system abandonment costs	\$ XXXX.XX
TOTAL:	\$ XXXX.XX

MODIFICATION - 1

The GRANTOR(S), hereby agree pursuant to Section 4.5.9 of the Agreement to repay to the CITY such additional sum of _____ AND XX/100 (terms and conditions of the Agreement.

The OWNER(S) hereby further agrees, pursuant to Section 4.5.10 of the Agreement, that the Deed of Trust on the benefited property shall secure such additional sum.

All other provisions of the Agreement shall remain in full force and effect.

CITY OF STEVENSON

GRANTOR(S)

By Leana Kinley, City Administrator or designee

FIRST BORROWER NAME

Dated: _____

SECOND BORROWER NAME

Mailing Address

City, State Zip

Phone Number

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAMANIA)

On _____ day of _____, 20____, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared **FIRST BORROWER NAME AND SECOND BORROWER NAME** to me known to be the individuals described in and who executed the foregoing Sewer Connection and Repayment Agreement, and acknowledged to me that **FIRST BORROWER NAME AND SECOND BORROWER NAME** signed and sealed the said instrument as his and her free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal affixed the day and year above written.

Notary Public for the State of Washington
My commission expires: _____

MODIFICATION - 2

APPLICATION FOR PAYMENT OF CONTRACTOR INVOICE
HEALing SCARS Program

Applicant Name(s): First Borrower Name and Second Borrower Name

Property Address: _____
Street City State Zip

Contractor Name: _____ Invoice Amount: \$ _____

Contractor Mailing Address: _____
Street/PO Box City State Zip

I am hereby applying for the payment of my contractor's invoice for the actual costs of connecting the above listed property to a City of Stevenson sewer lateral and the costs of the abandonment and treatment of the on-site septic system under the City of Stevenson HEALing SCARS program. I understand that the contractor I have chosen to perform the work is not an agent of the City of Stevenson and that I am solely responsible for monitoring the quality of the contractor's performance and for the contractor's compliance with Federal, State, and City codes and regulations. I also understand that I am financially responsible for repaying such costs to the City of Stevenson, under the terms and conditions of the HEALing SCARS program.

In consideration of the benefits received by me through the HEALing SCARS program, I hereby agree to release, save, and hold harmless the City of Stevenson and its officials, administrators, employees, and agents from any and all liability and claims for any damage or injury brought by me, my family, estate, heirs, or assigns arising out of the performance by the contractor I have selected for work financed through the HEALing SCARS program.

Applicant(s) Signature: _____ Date: _____

Applicant(s) Signature: _____ Date: _____

Payment will be mailed directly to your contractor on your behalf.

City of Stevenson
7121 East Loop Road
PO Box 371
Stevenson, WA 98648

HELPING ENCOURAGE ADJACENT
LANDOWNER
SEWER CONNECTION AND REPLUBING
STIPEND PROGRAM (HEALing SCARS)

Financing: What's Next

Payments must be received in our office on or before the last day of each month. If payment is postmarked or received in our office after that date, the total payment will be appropriated to the oldest outstanding interest and then to the oldest outstanding principal. **There will be prepayment penalty when paid within 36 months of the agreement date. There will be a reconveyance fee due at time of payoff. The reconveyance fee is currently \$300.00 (subject to change).** Please contact our offices at 509-427-5970 for a current payoff quote.

**Your payment of approximately \$XX.XX is due on or before the last day of each month.
Your first payment will be due XXXXXXXX XX, 202X.**

If You Wish to Finance the Contractor's Costs:

Please email utilities@ci.stevenson.wa.us when you're ready to add the contractor's costs. We'll need:

1. Original contractor invoice
2. Copy of final inspection on your plumbing permit, if inspection was completed by Skamania County.***

You will sign an authorization for the City of Stevenson, to pay the contractor on your behalf, as well as an addendum to the original Sewer Connection & Repayment Agreement, to add the contractor invoice amount to your original loan. Your payments will adjust accordingly. Once the forms are completed the City of Stevenson will remit payment directly to the contractor on your behalf.

***To obtain a copy of the final inspection on your plumbing permit:

Contact the Skamania County Community Development Department at 509-427-3900. They will provide you with information on how to obtain the Final Inspection on your plumbing permit.

Contacts:

HEALing SCARS
509-427-5970
City of Stevenson
7121 East Loop Road
PO Box 371
Stevenson, WA 98648

**ADDENDUM #1 to the
INTERLOCAL AGREEMENT BETWEEN THE CITY OF STEVENSON AND STEVENSON COMMUNITY
POOL DISTRICT FOR A \$40,000 LOAN FOR THE COMMUNITY POOL**

WHEREAS, Stevenson Community Pool District received a \$50,000 matching grant for the pool, and

WHEREAS, the grantor will allow \$25,000 of those matching funds to be released if the City of Stevenson forgives a portion of the loan to the district, and

WHEREAS, the funds for the \$40,000 loan were set aside prior to the creation of the district as operation support and went unused due to COVID, and

WHEREAS, the city council approved forgiving \$25,000 of the \$40,000 principal loan provided to the Stevenson Community Pool District at the December 15, 2022 council meeting.

NOW, THEREFORE, BE IT RESOLVED, that the City of Stevenson and Stevenson Community Pool District agree to the revisions to the original agreement outlined as follows:

Key: ~~Strikethrough~~ means repealed. Underlined means new.

1. Rate and Term of Loan.

- a. Subject to the terms and conditions set forth in this Agreement, the City agrees to loan the Pool District a sum not to exceed \$40,000, with \$25,000 in principal being forgiven as of 12/15/22.
- b. Pool District agrees to repay City or holder the sum of ~~Forty Thousand and 00/100 dollars (\$40,000)~~ Fifteen Thousand and 00/100 dollars (\$15,000), plus interest thereon at the rate of two percent (2%) per annum, beginning on the execution of this Agreement and Promissory Note until paid in full as provided herein.
- c. The term of the loan shall not exceed two (2) years, with monthly principal and interest payments of ~~\$1,701.61~~ 793.07 to begin on 01/01/2023. Accrued interest of \$ 536.45 will be due and payable on or before the initial monthly payment. A final payment of the remaining unpaid principal balance plus any accrued interest is due and payable on or before the maturity date of December 31, 2024. The Pool District may prepay the principal amount or any part thereof without penalty.
- d. The loan may only be used to finance the reopening of the community pool. All financial records relating to this loan and its expenditure will be available for audit purposes by the City or state auditors upon reasonable request.

IN WITNESS WHEREOF, as duly authorized by the elected officials of each agency in regular session, the parties hereto have executed this Agreement as of the date first set forth above.

STEVENSON COMMUNITY POOL DISTRICT:

Pool District President

CITY OF STEVENSON:

Scott Anderson, Mayor

ATTEST:

Leana Kinley, City Clerk

APPROVED AS TO FORM:

Kenneth B Woodrich, PC
City Attorney

CITY OF STEVENSON MAIN D EXTENSION

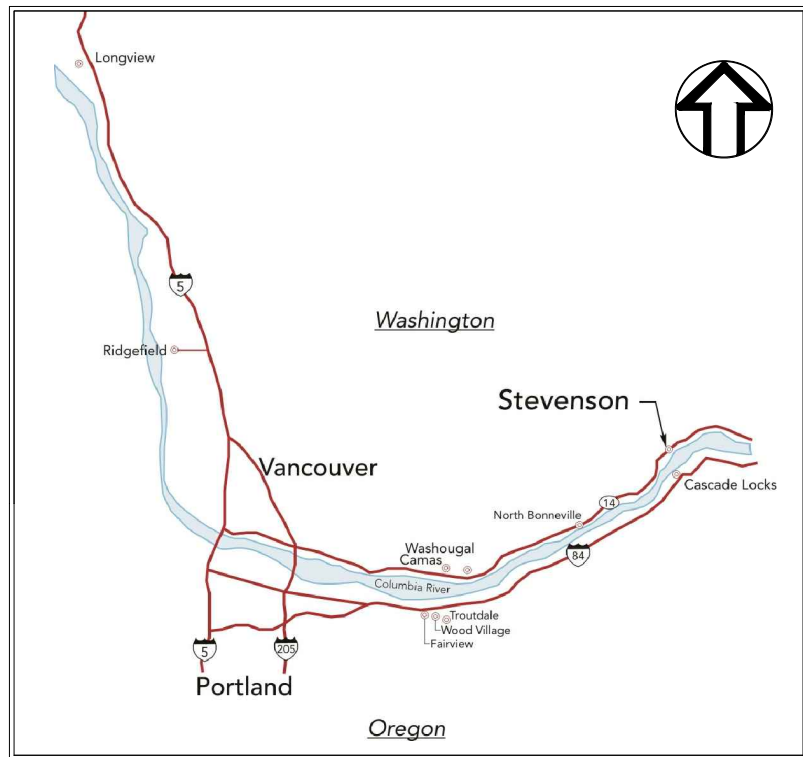
VOLUME II - SCHEDULE A CONTRACT DRAWINGS
MAY 2021



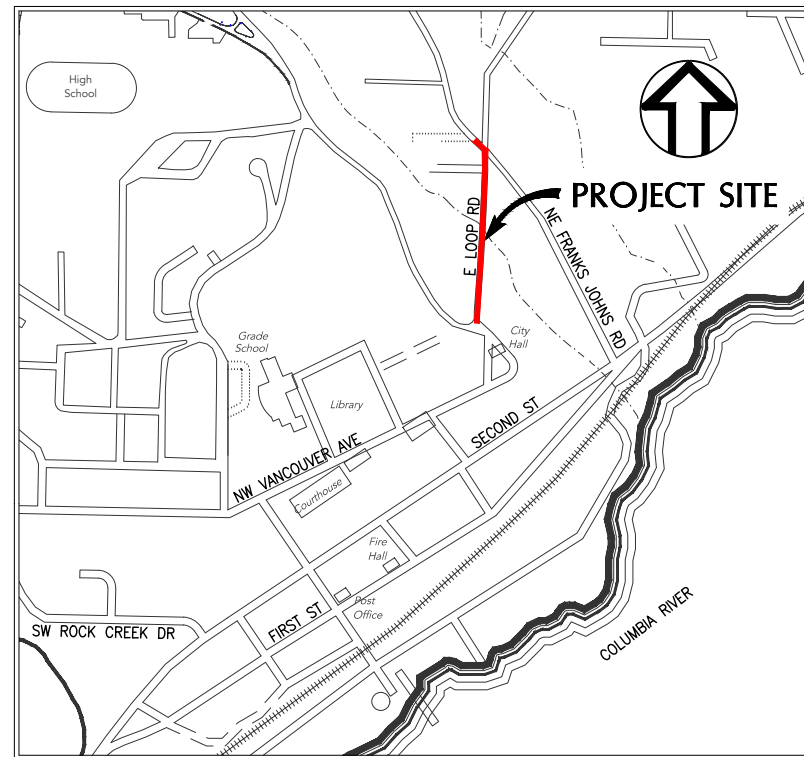
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		DB	

DESIGNED BY: JW
DRAWN BY: AP/CK/AH
CHECKED BY: DB

ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY



LOCATION MAP
NOT TO SCALE



PROJECT SITE MAP
NOT TO SCALE



Owner/Client: City of Stevenson
P.O. Box 371
7121 East Loop Road
Stevenson, Washington 98648
(509) 427-5970
Contact: Karl Russell, Public Works Director



Civil Engineer: Wallis Engineering
215 W. 4th St., Suite 200
Vancouver, Washington 98660
(360) 695-7041
Contact: Jack Wallis, P.E.

Other Agencies:

Skamania County PUD
(509) 427-5126
Contact: Gary Leonard
gleonard@skamaniapud.com

Avista
(509) 995-1072
Contact: Kelly Duff
kelly.duff@avistacorp.com

Century Link
(360) 699-3529
Contact: Susan Grenier
susan.grenier@centurylink.com

Wave Broadband
(541) 806-4484 (Cell)
(541) 354-1353 (Office)
Contact: Derek Larson
dlarson@wavebroadband.com

Axis Communications
(541) 386-3723
Contact: Dan Bubb
dan@corp.gorge.net

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- C1 COVER
- C2 GENERAL NOTES & LEGEND
- C3 EROSION CONTROL NOTES & DETAILS
- C4 SEWER PLAN & PROFILE BEGIN TO STA 14+00
- C5 SEWER PLAN & PROFILE STA 14+00 TO STA 18+00
- C6 SEWER PLAN & PROFILE STA 18+00 TO END
- D1 DETAILS I
- D2 DETAILS II
- D3 DETAILS III

COVER



DATE: 05/2021
PROJECT NO: 1477A

CITY OF STEVENSON
MAIN D EXTENSION

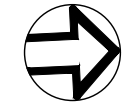


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C1
43
1 OF 9



This Project Received Funding from The Washington State Water Pollution Control Revolving Fund



0 20 40
SCALE IN FEET

NO.	REVISION	BY	DATE
		JW	
		AP/CK/AH	
		DB	

SEWER PLAN & PROFILE BEGIN TO STA 14+00

wallis engineering
390 695 7041
VANCOUVER, WA 98101

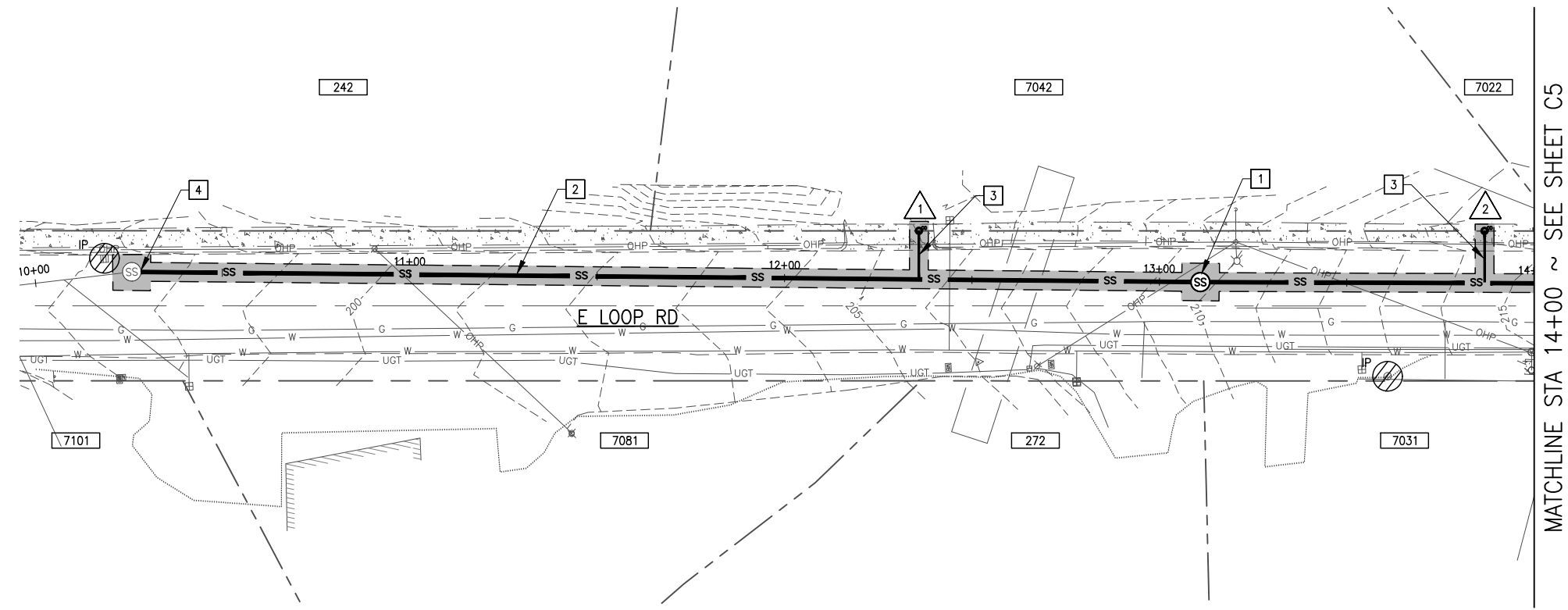
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DATE: 05/2021

CITY OF STEVENSON
MAIN D EXTENSION



DRAWING NO:

C4
44
4 OF 5



PLAN

EROSION CONTROL LEGEND

IP INLET PROTECTION PER DETAIL, SHEET C3

GENERAL NOTES:

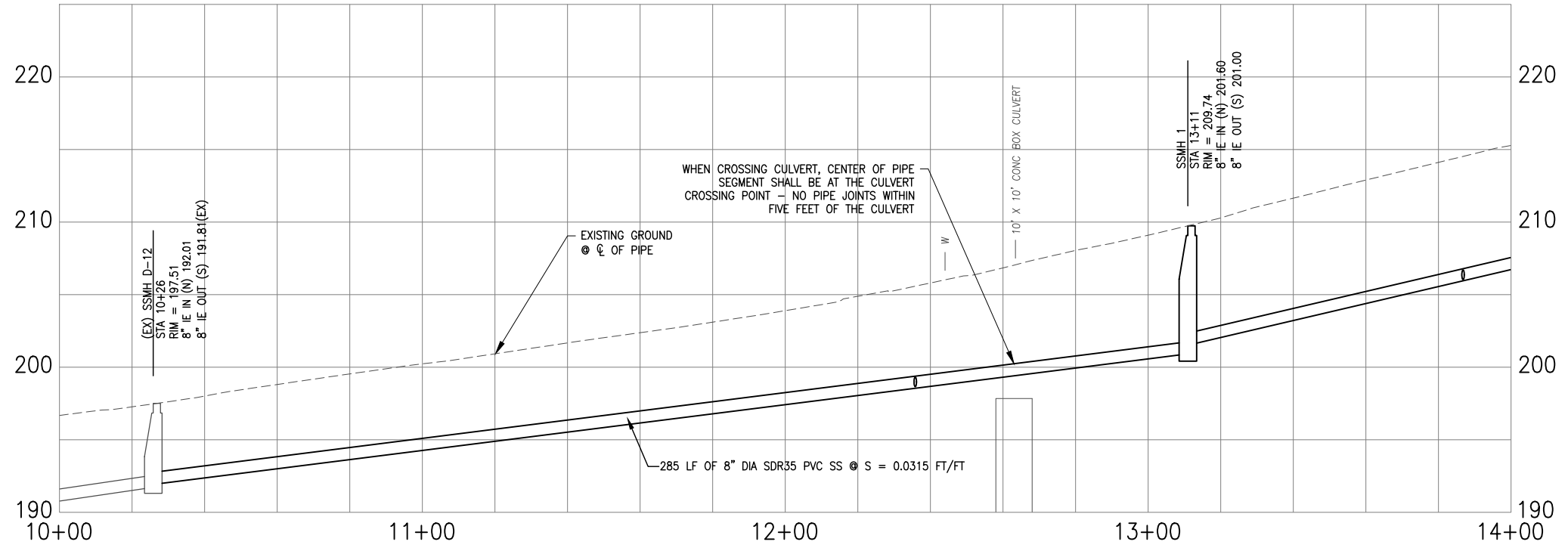
- CONSTRUCT TRENCH PER DETAIL, SHEET D3.
- POTHOLE EXISTING UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF PROPOSED SEWER MAIN AND LATERALS. REPORT UTILITY HORIZONTAL AND VERTICAL DATA TO ENGINEER A MINIMUM OF 5 DAYS IN ADVANCE OF SEWER CONSTRUCTION AT THAT LOCATION.
- RESTORE SURFACES DISTURBED BY EXCAVATION WORK PER DETAIL SHEET D3. ANTICIPATED TRENCHING LIMITS ARE AS HATCHED. CONTRACTOR SHALL RESTORE ALL SURFACES, STRUCTURES, OR LANDSCAPING OUTSIDE OF THESE LIMITS AT NO ADDITIONAL COST TO THE CITY.

SANITARY SEWER KEY NOTES

- INSTALL NEW 48" DIAMETER CONCRETE SANITARY SEWER MANHOLE PER DETAIL, SHEET D1.
- INSTALL PVC SANITARY SEWER MAIN OF LENGTH AND DIAMETER NOTED.
- CONSTRUCT NEW 6" DIAMETER PVC SANITARY LATERAL AND CLEANOUT PER DETAILS, SHEET D2. SEE TABLE BELOW FOR LATERAL DATA. STAMP "S" ON THE CURB AT THE LOCATION OF THE SERVICE LATERAL.
- CONNECT PROPOSED PIPE TO EXISTING MANHOLE PER DETAIL, SHEET D1.

LATERAL TABLE

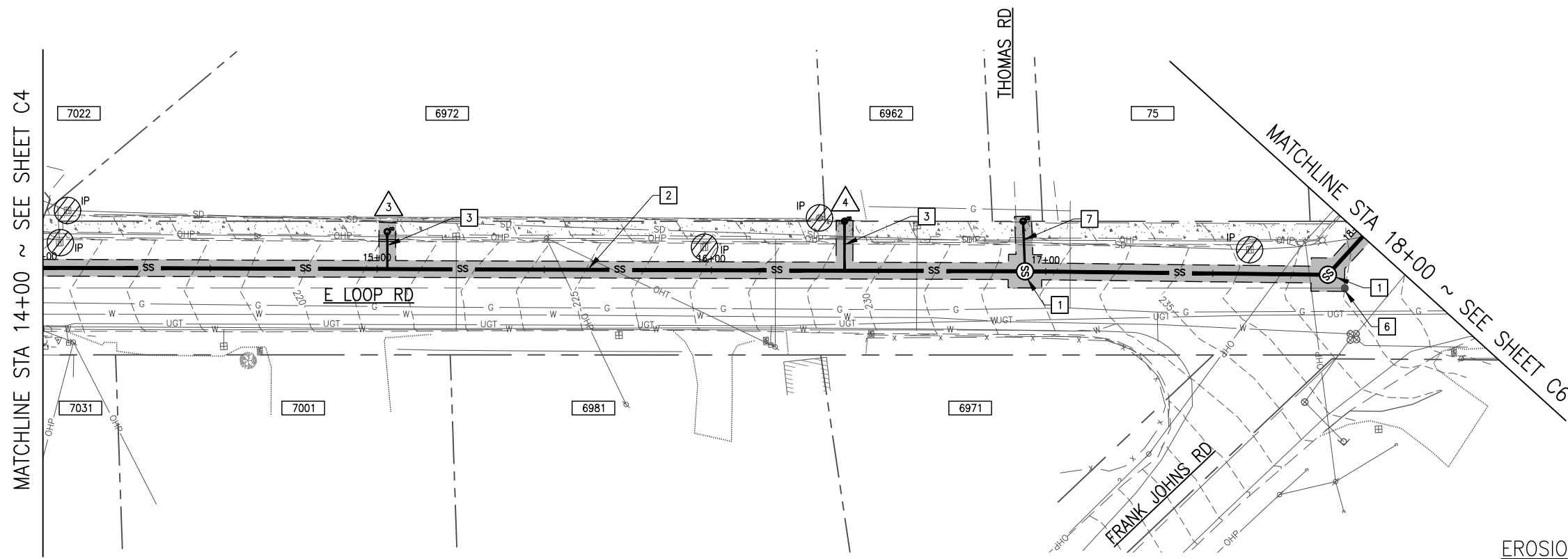
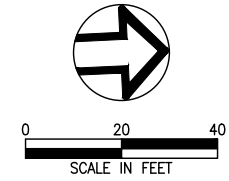
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1	12+36	NEAR	13'	7042
2	13+87	NEAR	14'	7022



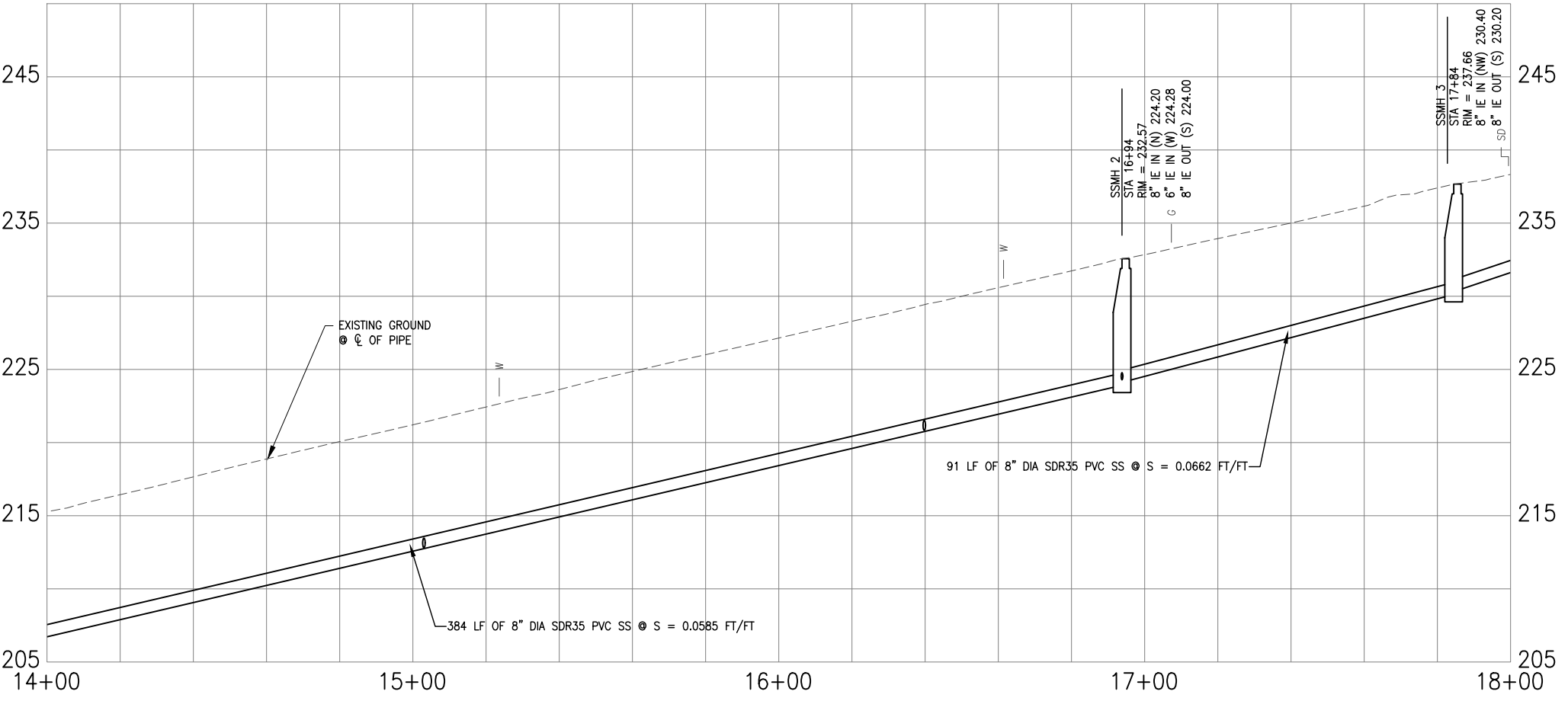
PROFILE

SCALE: 1" = 20' HORIZ
1" = 5' VERT

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PLAN



PROFILE
SCALE: 1" = 20' HORIZ
1" = 5' VERT

EROSION CONTROL LEGEND

IP INLET PROTECTION PER DETAIL, SHEET C3

GENERAL NOTES:

1. CONSTRUCT TRENCH PER DETAIL, SHEET D3.
2. POTHOLE EXISTING UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF PROPOSED SEWER MAIN AND LATERALS. REPORT UTILITY HORIZONTAL AND VERTICAL DATA TO ENGINEER A MINIMUM OF 5 DAYS IN ADVANCE OF SEWER CONSTRUCTION AT THAT LOCATION.
3. RESTORE SURFACES DISTURBED BY EXCAVATION WORK PER DETAIL SHEET D3. ANTICIPATED TRENCHING LIMITS ARE AS HATCHED. CONTRACTOR SHALL RESTORE ALL SURFACES, STRUCTURES, OR LANDSCAPING OUTSIDE OF THESE LIMITS AT NO ADDITIONAL COST TO THE CITY.

SANITARY SEWER KEY NOTES

1. INSTALL NEW 48" DIAMETER CONCRETE SANITARY SEWER MANHOLE PER DETAIL, SHEET D1.
2. INSTALL PVC SANITARY SEWER MAIN OF LENGTH AND DIAMETER NOTED.
3. CONSTRUCT NEW 6" DIAMETER PVC SANITARY LATERAL AND CLEANOUT PER DETAILS, SHEET D2. SEE TABLE BELOW FOR LATERAL DATA. STAMP "S" ON THE CURB AT THE LOCATION OF THE SERVICE LATERAL.
6. PROTECT EXISTING MONUMENT.
7. CONSTRUCT NEW 6" DIAMETER PVC SANITARY SPUR LINE AND MAINLINE SEWER CLEANOUT PER DETAILS, SHEET D2. MAINTAIN 6' MINIMUM DEPTH AND 2% MINIMUM SLOPE.

SEWER LATERAL TABLE

	STATION	SIDE	LENGTH	ADDRESS SERVED
3	15+03	NEAR	11'	6972
4	16+40	NEAR	15'	6962

NO.	REVISION	BY	DATE
		JW	
		AP/CK/AH	
		DB	

SEWER PLAN &
PROFILE STA 14+00
TO STA 18+00

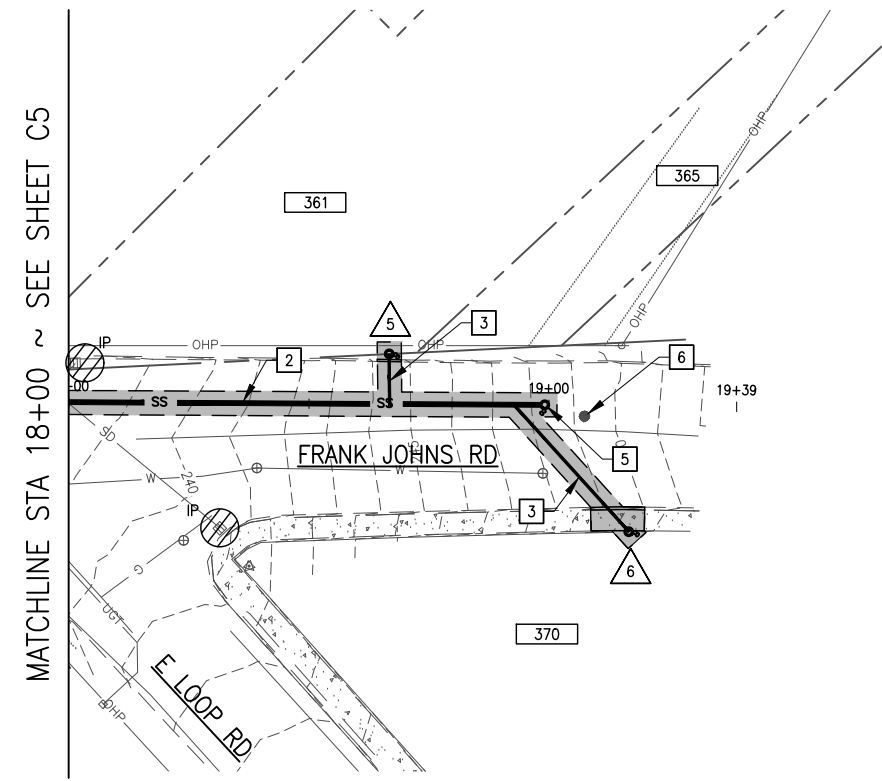
wallis engineering
390 695 7041
DATE: 05/2021
PROJECT NO: 1477A

CITY OF STEVENSON
MAIN D EXTENSION

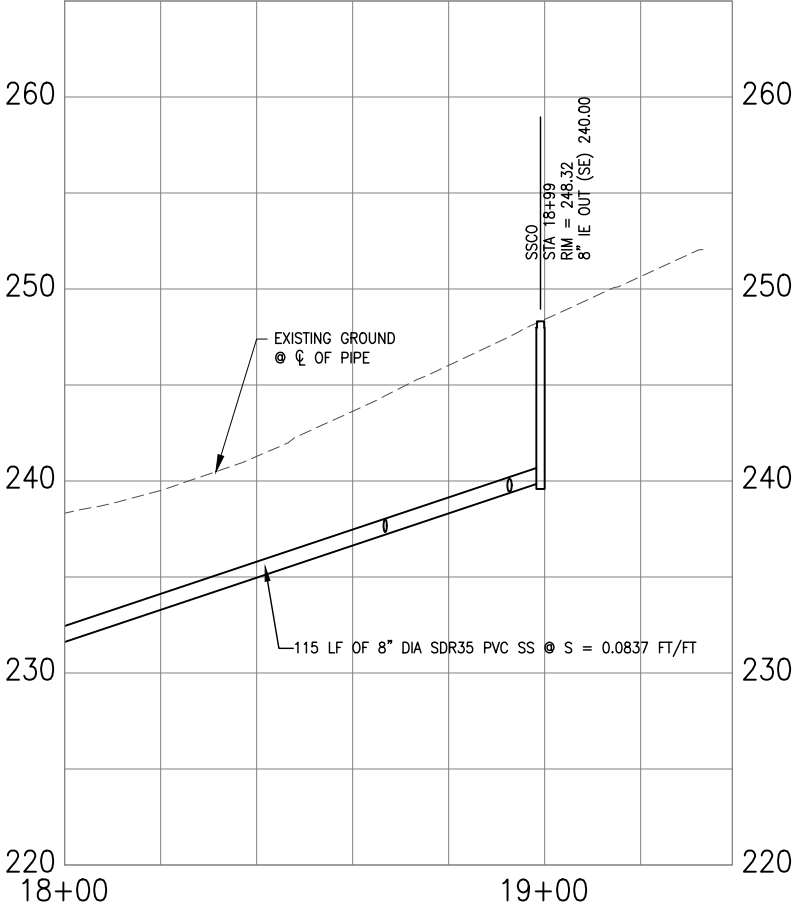


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PLAN



PROFILE
SCALE: 1" = 20' HORIZ
1" = 5' VERT

EROSION CONTROL LEGEND

IP INLET PROTECTION PER DETAIL, SHEET C3

GENERAL NOTES:

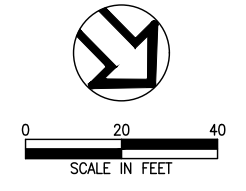
1. CONSTRUCT TRENCH PER DETAIL, SHEET D3.
2. POTHOLE EXISTING UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF PROPOSED SEWER MAIN AND LATERALS. REPORT UTILITY HORIZONTAL AND VERTICAL DATA TO ENGINEER A MINIMUM OF 5 DAYS IN ADVANCE OF SEWER CONSTRUCTION AT THAT LOCATION.
3. RESTORE SURFACES DISTURBED BY EXCAVATION WORK PER DETAIL SHEET D3. ANTICIPATED TRENCHING LIMITS ARE AS HATCHED. CONTRACTOR SHALL RESTORE ALL SURFACES, STRUCTURES, OR LANDSCAPING OUTSIDE OF THESE LIMITS AT NO ADDITIONAL COST TO THE CITY.

SANITARY SEWER KEY NOTES

- 2 INSTALL PVC SANITARY SEWER MAIN OF LENGTH AND DIAMETER NOTED.
- 3 CONSTRUCT NEW 6" DIAMETER PVC SANITARY LATERAL AND CLEANOUT PER DETAILS, SHEET D2. SEE TABLE BELOW FOR LATERAL DATA. STAMP "S" ON THE CURB AT THE LOCATION OF THE SERVICE LATERAL.
- 5 INSTALL MAINLINE SEWER CLEANOUT PER DETAIL, SHEET D2.
- 6 PROTECT EXISTING MONUMENT.

SEWER LATERAL TABLE

#	STATION	SIDE	LENGTH	ADDRESS SERVED
5	18+67	NEAR	11'	361
6	18+93	FAR	36'	370



NO.	REVISION	BY	DATE
		JW	
		AP/CK/AH	
		DB	

DESIGNED BY: JW
DRAWN BY: AP/CK/AH
CHECKED BY: DB

0" = 1" SCALE
1" = 1" AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SEWER PLAN & PROFILE STA 18+00 TO END

wallis engineering
10000 1st Ave SE
Bellevue, WA 98003
206.835.7041

PROJECT NO: 1477A
DATE: 05/2021

**CITY OF STEVENSON
MAIN D EXTENSION**



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**CITY OF STEVENSON, WASHINGTON
ORDINANCE NO. 2023-1192**

**AN ORDINANCE REAPPROVING THE SEWER ASSESSMENT REIMBURSEMENT AREA AND
CALCULATION FOR THE MAIN D SEWER LINE EXTENSION IN THE CITY OF STEVENSON,
WASHINGTON**

WHEREAS, the City of Stevenson has extended the sewer mainline and made associated lateral extensions to the property line of neighboring parcels along Loop Road from Kanaka Creek Road to Frank Johns, then north along Frank Johns to parcel 03073614220000; and

WHEREAS, the City desires to establish an assessment reimbursement area to provide reimbursement for a portion of construction costs of that project by other property owners who will benefit from these improvements; and

WHEREAS, the City has formulated an assessment reimbursement area based on a selection of parcels adjacent to the extended sewer line that would be required to connect upon development; and

WHEREAS, the affected party owners have been notified by mail of the proposed assessment area, the assessment share, and the owners' rights and opinions; and

WHEREAS, the City Council of the City of Stevenson held a public hearing regarding the calculation of the assessment on January 20, 2022; and

WHEREAS, parcel 03073614220000 is not included in the assessment area as they approached the city regarding inclusion in the extension after the January 20th public hearing and council approval.

NOW, THEREFORE, the City Council of the City of Stevenson do ordain as follows:

Section 1. Assessments: The assessment reimbursement area and pro rata shares of reimbursable costs for the Main D Sewer Line Extension as set forth in Exhibit A, which is hereby incorporated by this reference, are levied against the properties within the area and applicable for twenty years from the date of this ordinance.

Section 2. Severability. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder or the application of the provision to other persons or circumstances is not affected.

Section 3. Effective Date. This Ordinance shall take effect and be in force January 1, 2023, or five days after publication according to law, whichever date is later.

Passed by the City Council of the City of Stevenson this 19th day of January, 2023.

Scott Anderson, Mayor of the City of Stevenson

ATTEST:

APPROVED AS TO FORM:

Leana Kinley, City Clerk

Kenneth B Woodrich, PC
City Attorney

Address	Parcel ID	Owners	Acres	Percentage	Cost	Frontage	Percentage	Cost	Total Cost
7042 E. Loop Rd	3073644010000	Kristy McCaskell	0.5	13%	8,927.89	237	32%	21,976.34	30,904.23
7022 E. Loop Rd	3073614310000	Robert & Rose Wertheimer	1.05	25%	17,169.01	0	0%	-	17,169.01
6972 E. Loop Rd	3073614319000	Candace Ford	0.54	14%	9,614.65	231	31%	21,289.58	30,904.23
6962 E. Loop Rd	3073614320000	Paul Popnoe	0.23	6%	4,120.56	45	6%	4,120.56	8,241.12
Thomas Rd.			0.89	22%	15,108.73	95	13%	8,927.89	24,036.62
75 NW Thomas St	3073614309000	Austin & Lynn Risjord	0.22						
81 NW Thomas St	3073614270000	Kevin Trachsel	0.15						
84 NW Thomas St	3073614300000	Sophia Blake & Joseph Hecker	0.52						
361 Frank Johns Rd.	3073614260000	Walter Dowling	0.31	8%	5,494.08	65	9%	6,180.84	11,674.92
370 Frank Johns Rd.	3073614230000	Brian McNamara	0.47	12%	8,241.13	70	9%	6,180.84	14,421.97
Totals			3.99			743			137,352.10

Total Project Cost Estimate	\$	274,704.20
Costs paid by City	\$	137,352.10
Frontage Charge (50%)	\$	68,676.05
Area Charge (50%)	\$	68,676.05
Total Project Frontage (LF)		743
Total Project Area (Acres)		3.99
Cost per linear foot-Sewer	\$	92.43
Cost per acre-Sewer	\$	17,212.04



lancaster
moble

Stevenson Citywide Traffic Assessment

Stevenson, WA

Date:
December 20, 2022

Prepared for:
City of Stevenson

Prepared by:
Myla Cross
Jennifer Danziger, PE

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Introduction

Stevenson is a rural city in the Columbia River Gorge National Scenic Area along the Columbia River in Skamania County, Washington with an active downtown commercial district. Stevenson is the county seat of Skamania County and home to the Skamania County Court House, Sheriff's Office, and Columbia Gorge Interpretive Center. Alongside these landmarks, Stevenson attracts visitors for world-class kiteboarding, its annual Bluegrass Festival, lodging, golf, and other recreational activities.

The Stevenson Citywide Traffic Assessment was prepared for the City of Stevenson to provide a comprehensive view of transportation operations for existing and 20-year planning horizon conditions. This information allows the City of Stevenson to make informed future transportation improvements based on traffic needs.

This study provides a summary of current and projected traffic volumes, operational and safety analyses at each of the study intersections and roadway segments, and recommendations for traffic control measures along the aforementioned intersections and segments as well as cost estimates and options for funding mechanisms for the implementation of these measures.

Goals and Objectives

The objectives of the Stevenson Citywide Traffic Assessment were to:

- Evaluate existing volumes and categorize streets based on their local functional classification
- Project future traffic volumes for traffic-sheds based on existing zoning allowances
- Identify key pedestrian corridors and gaps in the pedestrian network
- Develop conceptual improvement plans and cost estimates for numerous corridors
- Develop Safe Routes to Schools map for each Stevenson campus, with suggested routes for safer travel

Study Components

System Inventory and Data Collection

An inventory of the transportation system included three primary categories: intersection geometries, existing safety features, infrastructure near schools, and pavement quality.

- Intersection geometry was documented to confirm the layout of intersection approaches to support an operational analysis of the transportation system. This included turn lanes, intersection control type, and lane channelization.
- Existing safety features within the transportation network to identify potential hazards and additional features to be recommended.
- A complete inventory of the local transportation network within a one-quarter mile distance of the public-school boundaries was collected to determine existing deficiencies and identify potential preferred routes. This included presence of sidewalk, signing, pavement markings, and queuing conditions.

- A pavement assessment was conducted in order to examine areas of immediate improvement and rehabilitation and support the determination of long-term management.

Data collection was conducted to provide insight into existing traffic operations and provide a basis for the 20-year planning horizon conditions. Traditional intersection turning movements traffic count methods were used, and then adjusted with COVID-19 and seasonal factors using *Streetlight Insight*. Additionally, a site visit was conducted on September 9th, 2021, that included a pavement quality audit and a walk audit to observe school drop-off and pickup period, evaluate traffic circulation, student loading, and travel behaviors along with transportation facilities near schools and the downtown area.

Analysis

Operational and safety analyses were conducted at each of the study intersections and roadway segments. This analysis builds on the myriad of data sources, field observations, city staff and stakeholder input, and best practices analysis procedures to identify existing deficiencies and 20-year planning horizon needs. Analyses included the following:

- Intersection Operations (Existing Conditions & Year 2041)
- Warrants (Left-turn Lane, Traffic Signal)
- Intersection Sight Distance
- Collision History

Transportation Infrastructure Evaluation

As a result of operation and safety analyses, several evaluation metrics were employed to determine whether the existing or 20-year planning horizon infrastructure will require mitigation, maintenance, or safety countermeasure implementation. In some cases, multiple solutions were provided to address deficiencies.

A detailed examination of the transportation network within a one-quarter mile distance of the public-school boundaries was conducted to determine what operational and infrastructure improvements could be made to create a sustainable and resilient transportation system for vulnerable roadway users, namely, school-age children and pedestrians.

Recommendations

Based on existing deficiencies and anticipated traffic growth in the City of Stevenson, potential improvement projects were identified and evaluated. City staff reviewed the projects with the community and identified a list of preferred projects that will be implemented on a rolling basis dependent on funding availability and staff direction.

System Inventory

The transportation system inventory includes a summary of the existing transportation infrastructure.

Background

The City of Stevenson is located in Skamania County and is surrounded by the Columbia River to the South and the basalt cliffs of the Gorge to the North. It is located approximately 45 miles east of Vancouver. Stevenson has a current estimated population of 1,550, and a 2041 projected population of approximately 2,275. The city of Stevenson serves as the Skamania County seat and is home to the Skamania County Court House and Sherriff's Office.

The City of Stevenson was founded in the late 1800's, and the town was built along the lower flat near the Columbia River. In 1908, the town was incorporated which brought the arrival of the SP&S Railroad and the construction of streets and sidewalks. The arrival of the SP&S Railroad pushed the town up the hill away from the river, now in its place is a waterfront park with accessible viewing areas to the Columbia River and pedestrian and biking trails. Currently, there are just over 17 miles of streets within Stevenson's city limits, consisting of 9.81 miles of paved asphalt, 7 miles of oiled/chip seal, and .39 miles of gravel.

Figure 1 displays a geographic and political map of the Stevenson area. Notably, three local communities are within the vicinity of Stevenson, WA, including the City of North Bonneville and the unincorporated community of Carson. These two communities are connected by State Route 14 (SR-14). Across the Columbia River is the City of Cascade Locks, Oregon, which is connected via the Bridge of the Gods bridge. The primary roadway traversing through Cascade Locks is Interstate 84 (I-84). SR-14 and I-84 connect to the greater region, including Vancouver, WA, Portland, OR, and Hood River, OR.

Vicinity Streets

A total of 17.20 miles of roadway exists within City Limits; the City of Stevenson maintain 15.03 (87%) miles. Figure 2 depicts the roadway jurisdictions within Stevenson city limits. Notably, a majority of the roadways are owned and maintained by the City of Stevenson. The segment of SR-14 that is within the city limits is owned and maintained by the Washington State Department of Transportation (WSDOT). Much of SR-14 borders the City of Stevenson but is just outside the jurisdiction. A few roadway segments within the city limits are owned by Skamania County and a few roadway segments are privately owned.

Based on discussions with the City of Stevenson staff, the study area includes 21 priority intersections and surrounding roadway segments that have the greatest level of safety concern and congestion. Table 1 summarizes 18 roadways in and around the City of Stevenson which are related to the priority intersections and provides a description of each of the vicinity roadways. Figure 3 illustrates the existing functional classification of the roadways as identified in the Comprehensive Plan.¹

¹ City of Stevenson, *Stevenson Comprehensive Plan*, April 2013 as amended through October 2022.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification ¹	Cross-Section	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
SR-14	WSDOT	Rural Principal Arterial	2 Lanes	25-55	Partial Both Sides	Partial Both Sides	None
SW Rock Creek Drive	City of Stevenson	Rural Major Collector	2 Lanes	25	Partial Both Sides	Partial Both Sides	None
NW Vancouver Avenue	City of Stevenson	Rural Major Collector	2 Lanes	20-25 (Statutory, School Zone)	Continuous North Side, Partial South Side	Partial Both Sides	None
School Street	City of Stevenson	Rural Minor Collector	2 Lanes	20-25 (Statutory, School Zone)	Continuous East Side, Partial West Side	Permitted West side, Prohibited East side	None
Foster Creek Road	City of Stevenson	Rural Major Collector	2 Lanes	35	None	Prohibited Both Sides	None
Ryan Allen Road	City of Stevenson	Rural Major Collector	2 Lanes	25	None	Prohibited Both Sides	None
Kanaka Creek Road	City of Stevenson ²	Rural Major Collector	2 Lanes	35-45	Partial East Side	Prohibited Both Sides	None
Loop Road	City of Stevenson ²	Rural Major / Minor Collector	2 Lanes	25-35	Partial N/W Side	Prohibited Both Sides	None
NE Frank Johns Road	City of Stevenson ²	Local Road	2 Lanes	25-35	Partial East Side	Prohibited Both Sides	None
Gropper Road	City of Stevenson	Rural Major Collector	2 Lanes	20-25 (School Zone)	Partial Both Sides	Partial South Side	None
1 st Street	City of Stevenson	Rural Principal Arterial	2 Lanes	25	Continuous North Side, Partial South Side	Permitted Both Sides	None
Russel Avenue	City of Stevenson	Rural Major Collector	2-3 Lanes, 1 Block 1-way	25 (Statutory)	Continuous Both Sides	Permitted Both Sides	None
Columbia Street	City of Stevenson	Major Collector / Local Road	2-3 Lanes	25 (Statutory)	Partial Both Sides	Partial Both Sides	None
Homeward Street	City of Stevenson	Local Road	2 Lanes	25 (Statutory)	None	Prohibited Both Sides	None

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification ¹	Cross-Section	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
Iman Cemetery Road	City of Stevenson	Local Road	2 Lanes	25	None	Prohibited Both Sides	None
Hot Springs Alameda Road	City of Stevenson	Rural Minor Collector	2 Lanes	25	Continuous North Side	Permitted North Side	None
NW Bulldog Drive	City of Stevenson	Local Road	2 Lanes	25 (Statutory)	Continuous South Side	Permitted South Side	None
NW Chesser Street	City of Stevenson	Rural Minor Collector	2 Lanes	25	Continuous East Side	Permitted East Side	None

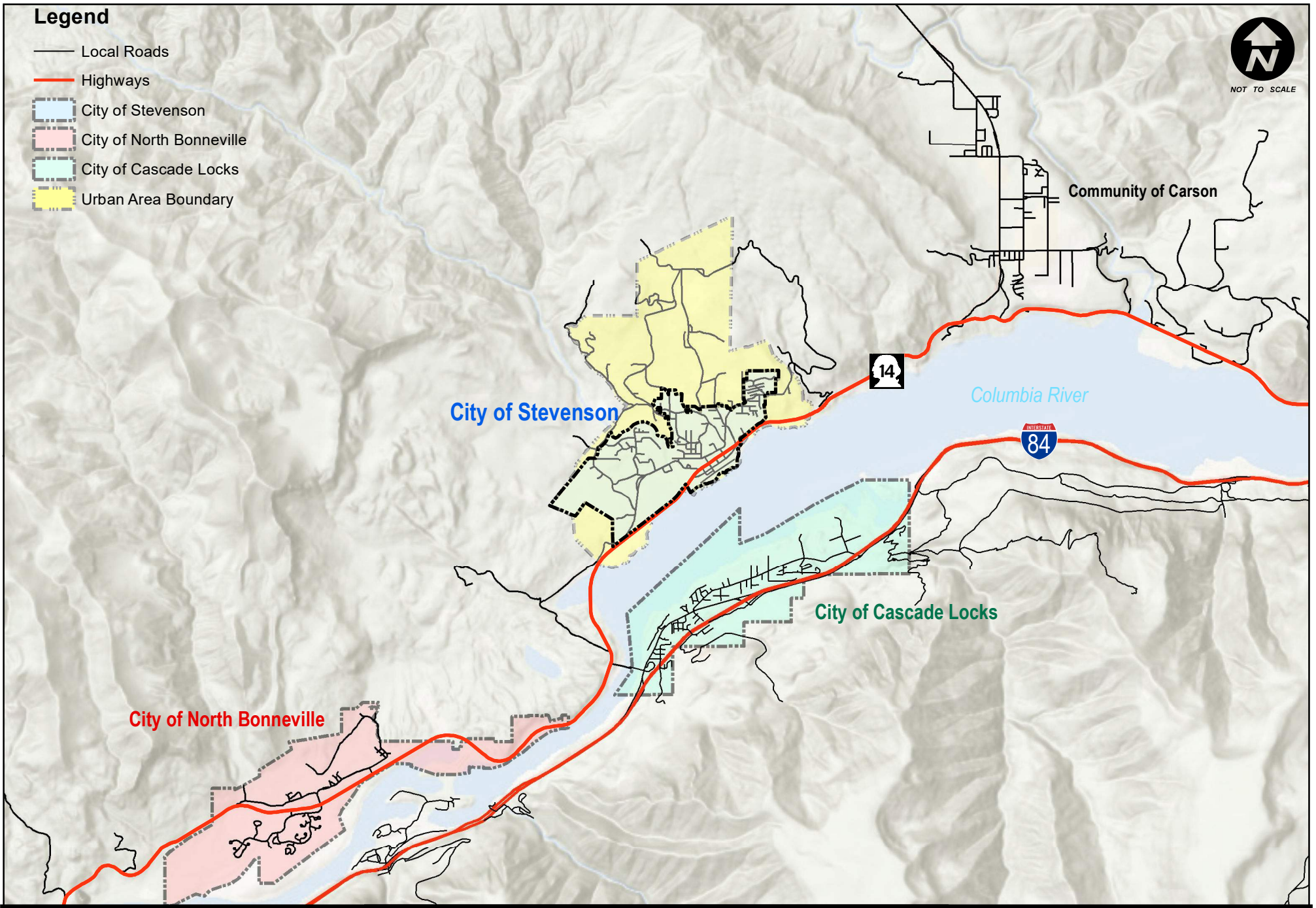
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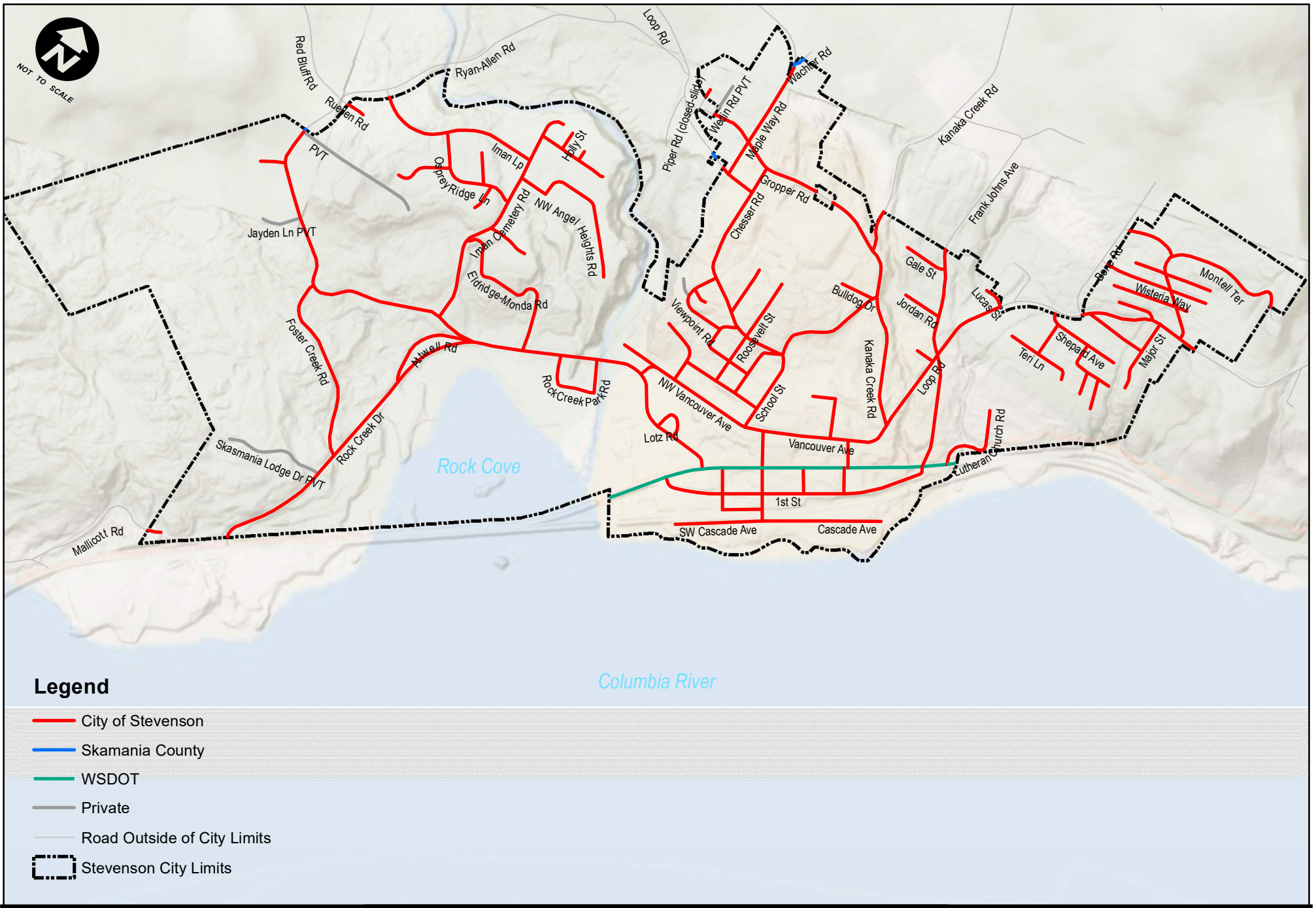
1. Functional Classification based on Stevenson Comprehensive Plan 2022
2. These roads are under City of Stevenson jurisdiction inside the city limits.



Legend

- Local Roads
- Highways
- City of Stevenson
- City of North Bonneville
- City of Cascade Locks
- Urban Area Boundary





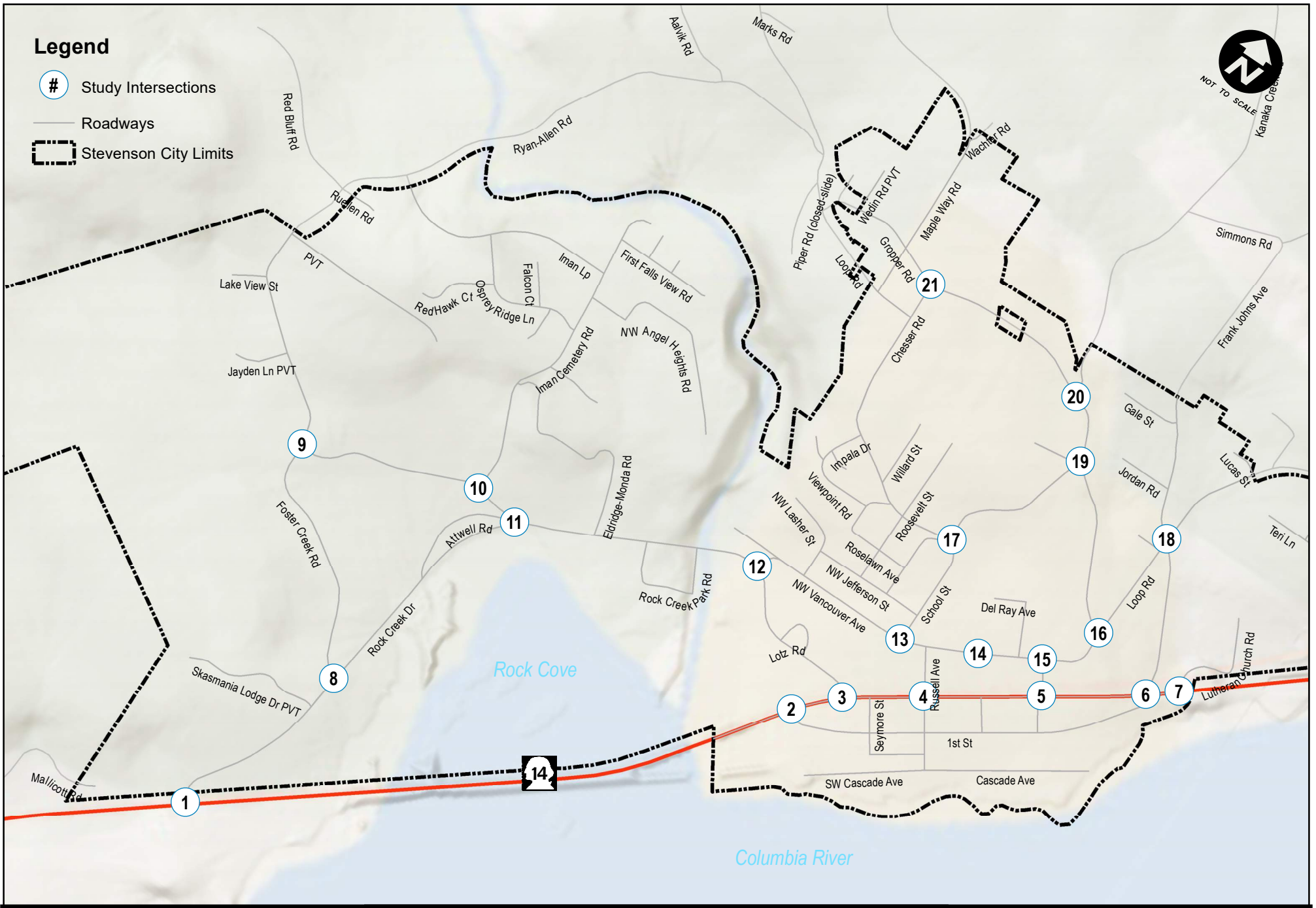


Study Intersections

Based on coordination with City of Stevenson staff, a review of intersections at roadways of high classification, proximity to schools, and safety concerns, 21 intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2. A map of the study intersections is provided in Figure 4.

Table 2: Study Intersection Descriptions

	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	Rock Creek Drive & SR-14	3-Leg	Stop-Controlled	SB Stop-Controlled
2	1st Street & SR-14	3-Leg	Stop-Controlled	NB Stop-Controlled
3	SW Rock Creek Drive & SR-14	3-Leg	Stop-Controlled	SB Stop-Controlled
4	SW Russell Avenue & SR-14	4-Leg	Stop-Controlled	NB/SB Stop-Controlled
5	Columbia Street & SR-14	4-Leg	Stop-Controlled	NB/SB Stop-Controlled
6	NE Frank Johns Road & SR-14	4-Leg	Stop-Controlled	NB/SB Stop-Controlled
7	Lutheran Church Road & SR-14	3-Leg	Stop-Controlled	SB Stop-Controlled
8	SW Rock Creek Drive & Foster Creek Road	3-Leg	Stop-Controlled	EB Stop-Controlled
9	Foster Creek Road & Ryan Allen Road	3-Leg	Stop-Controlled	WB Stop-Controlled
10	Iman Cemetery Road & Ryan Allen Road	3-Leg	Stop-Controlled	SB Stop-Controlled
11	SW Rock Creek Drive & SW Attwell Road/Ryan Allen Road	3-Leg	Stop-Controlled	EB Stop-Controlled
12	Vancouver Avenue & SW Rock Creek Drive	3-Leg	Stop-Controlled	SB Stop-Controlled
13	School Street & Vancouver Avenue	3-Leg	Stop-Controlled	SB Stop-Controlled
14	Homeward Street & Vancouver Avenue	3-Leg	Stop-Controlled	SB Stop-Controlled
15	Columbia Street & Vancouver Avenue	3-Leg	Stop-Controlled	EB/WB Stop-Controlled
16	Loop Road & Kanaka Creek Road	4-Leg	Stop-Controlled	EB Stop-Controlled
17	School Street & Hot Springs Alameda Road	3-Leg	Stop-Controlled	All Way Stop-Controlled
18	Loop Road & NE Frank Johns Road	4-Leg	Stop-Controlled	EB/WB Stop-Controlled
19	Kanaka Creek Road & School Street/Bulldog Drive	4-Leg	Stop-Controlled	EB Stop-Controlled
20	Kanaka Creek Road & Gropper Road	3-Leg	Stop-Controlled	SB Stop-Controlled
21	NW Chesser Road & NW Gropper Road	3-Leg	Stop-Controlled	NB Stop-Controlled



Transit

Skamania County Transit runs fixed route bus service that connects the Stevenson area with Vancouver (Fisher's Landing Transit Center), Carson, Bingen, and Cascade Locks. The buses run weekdays on three different routes depending upon the time of day. There are two stops located inside of Stevenson city limits: one at the Hegewald Center on SW Rock Creek Drive and the second at the Main Street Convenience Store. The service also allows for flag stops in certain areas and deviations can be scheduled one day in advance for seniors or individuals with disabilities.

Weekday service is scheduled beginning at approximately 5:30 AM and ending approximately 8:00 PM. There is currently no weekend or holiday service available. (Current schedule: [Skamania County Transit - Weekday Schedule](#)).

Skamania County Transit also participates in Gorge TransLink, which is "an alliance of rural public transportation providers, human service organizations, and public planning agencies seeking to enhance connectivity and develop a seamless network of transportation services within the Mid-Columbia River Gorge area while linking these services to the metropolitan cities of Portland, Oregon and Vancouver, Washington." The Gorge TransLink website (<https://gorgetranslink.com/>) provides schedule and route information for transit options on both sides of the river.

Roadway Pavement Quality Audit

To assess the longevity of local roadway infrastructure, an audit of the local transportation roadway pavement quality was conducted. This audit was conducted during a field visit in Stevenson on Thursday, September 9, 2021. This audit was identified as a priority in early discussions with the City of Stevenson to identify existing weaknesses in roadway quality for immediate rehabilitation and to identify areas that will likely require future improvement with an anticipated timetable schedule.

Pavement quality was assessed for significant roadways by conducting a visual assessment and qualitative inspection of surface pavement quality. Generally, pavement quality is rated using the pavement condition index (PCI). The ASTM (American Society for Testing and Materials) divides the PCI into seven classes, although in practice, only five have significant meaning as the last three are effectively impassible. Similarly, the pavement quality audit assessed all significant roadways for typical pavement distress types for asphalt pavement including, alligator cracking, potholes, depressions, longitudinal and transverse cracking, rutting, and bumps.

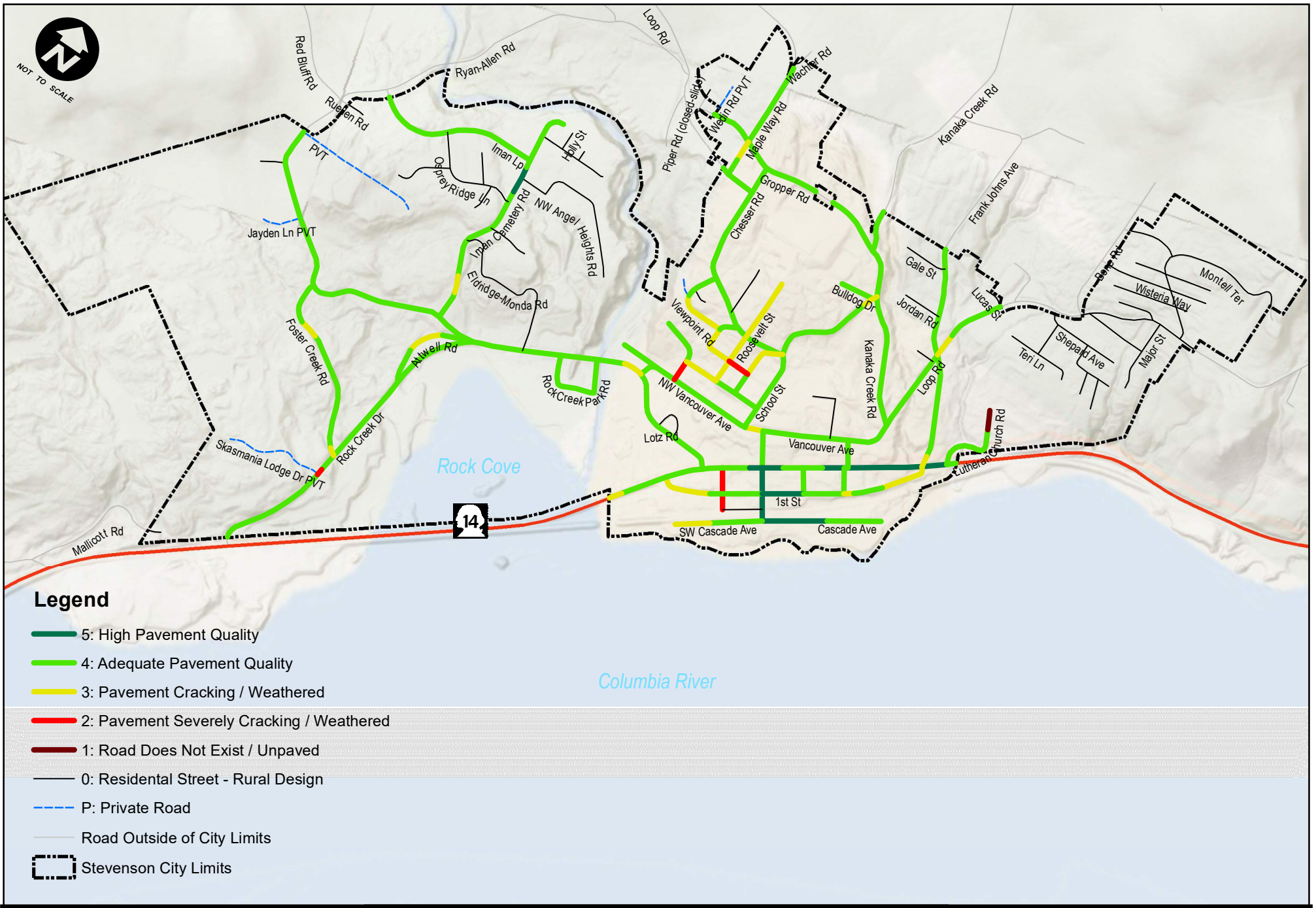
Table 3 displays the pavement quality ranking system along with a description of the ranking, the total miles of roadway classified under the various pavement quality ranks, and a percent of the total. As shown, a majority of the roadway system was identified to be adequate or better. Roughly 10 percent of the total roadway network is showing signs of aging and will need resurfacing in the near future.

Approximately 30 percent of the total roadway network is characterized as serving as low-volume, low-speed residential streets that were clearly designed to maintain a rural character and purpose. These streets are generally narrow with substandard surface pavement designed to slow down drivers and discourage cut-through traffic. Although these roadway segments are below design standard, they are not necessarily substandard and in need of repair.

Table 3: Pavement Quality Audit Summary

Quality Ranking	Description	Total Miles of Roadway (mi)	% of Total
5	High Pavement Quality	0.73	4.6%
4	Adequate Pavement Quality	8.67	54.8%
3	Pavement Cracking / Weathered	1.36	8.6%
2	Pavement Severely Cracking / Weathered	0.20	1.2%
1	Road Does Not Exist / Unpaved	0.04	0.3%
0	Residential Street – Rural Design	4.82	30.5%
Total		15.83	100%

Figure 5 depicts the roadway pavement quality audit for each segment. Segments of adequate or high pavement quality are depicted in green, whereas aging pavement surfaces are depicted in yellow or red, depending on severity.



Traffic Volumes

The analysis presented in this report is based on traffic data collection and estimates of growth used to develop future traffic forecasts.

Existing (Year 2021) Data Collection

The data collection combines traditional data collection with a “big data” approach to understand travel demand with and without the influence of COVID-19 and to make informed decisions regarding travel demand for vehicles during different days of the week, times of the year, and changes over recent years.

Due to the ongoing COVID-19 viral pandemic, traffic volumes have been depressed relative to normal conditions since mid-March 2020. Thus, an alternative strategy to adjusting typical traffic volumes was necessary to eliminate the influence of COVID-19 traffic suppression. In addition to traditional tube and video counts at the study area roadway segments and study intersections, transportation data from *StreetLight InSight*² was utilized to retrieve historical traffic counts from 2019. *StreetLight* is a big data platform that uses smartphones and other devices as vehicle tracking sensors to determine the number of vehicles that pass-through a given point along a roadway. Data extends back to 2016 and is available for every hour of every day. This data can be interpolated to yield a morning and evening peak hour trip rate and ADT rate for various roadway segments within the study area.

Traditional Intersection Turning Movement Counts

New turning movement counts were collected on Thursday, July 15, 2021, at the study area intersections from 7:00 to 9:00 AM and 4:00 to 6:00 PM. The evening peak period was identified to exhibit substantially higher traffic volumes for all intersections. Therefore, the traffic analysis in this report is targeted for the PM peak hour.

Streetlight Insight Data

The analyses presented in this document are based on big data information provided by a third-party vendor *Streetlight Data, Inc (Streetlight)*. *Streetlight* indexes and processes approximately 40 billion anonymized location records from smart phones and navigation devices in connected cars and trucks on a monthly basis. Additional sources such as parcel data and digital road network data are then used to condense this data to meaningful information in the context of where drivers are travelling to and from throughout any given day. *Streetlight* then processes this data algorithmically into location data points over time into contextualized, aggregated, and normalized travel patterns. The data is then validated using 1,000s of traffic counters and embedded sensors throughout the United States and Canada. Data can then be retrieved from the *Streetlight* database for specific locations and timeframes. *Streetlight* travel metrics have been validated with an R² value of 0.98 for vehicular travel, which is considered to be a very high confidence in the validity and accuracy of the data.

Streetlight ADT data was obtained at road segments within the study area for the years 2016, 2017, 2018, 2019, and 2021. Two adjustment factors were calculated based on the data, a COVID-19 adjustment factor and a Seasonal Adjustment Factor (SAF). Each was applied to new turning movement counts that were collected.

² <https://www.streetlightdata.com/>

COVID-19 adjustment factors were calculated for each of the intersections and ranged from approximately 3 to 25 percent. The COVID-19 adjustment factor for traffic volumes at adjacent roadway segments was applied proportionately to intersection turning movements to account for normal traffic conditions.

The SAF identified that most of the counts were taken during the peak season (summer) with a few exceptions. The summertime was identified to have the highest traffic volumes throughout most of the study area. The exception to this was for study intersections along Gropper Road (Intersection #18 and #21), which were found to be highest during the autumn time period, likely due to school traffic, yielding a SAF range from 0.2 to 6.6 percent. This adjustment factor was applied to all turning movements.

Table 4 summarizes the adjustments made to the turning movement volumes collected at each study intersection.

Table 4: Adjustment Factors

	Intersection	COVID-19 Adjustment	SAF	Total Adjustment Applied
1	Rock Creek Drive & SR-14	1.080	1.000	1.080
2	1st Street & SR-14	1.103	1.000	1.103
3	SW Rock Creek Drive & SR-14	1.088	1.000	1.088
4	SW Russell Avenue & SR-14	1.121	1.000	1.121
5	Columbia Street & SR-14	1.122	1.000	1.122
6	NE Frank Johns Road & SR-14	1.106	1.000	1.106
7	Lutheran Church Road & SR-14	1.114	1.000	1.114
8	SW Rock Creek Drive & Foster Creek Road	1.074	1.000	1.074
9	Foster Creek Road & Ryan Allen Road	1.183	1.000	1.183
10	Iman Cemetery Road & Ryan Allen Road	1.139	1.000	1.139
11	SW Rock Creek Drive & SW Attwell Road/Ryan Allen Road	1.091	1.000	1.091
12	Vancouver Avenue & SW Rock Creek Drive	1.065	1.000	1.065
13	School Street & Vancouver Avenue	1.171	1.000	1.171
14	Homeward Street & Vancouver Avenue	1.240	1.000	1.240
15	Columbia Street & Vancouver Avenue	1.193	1.000	1.193
16	Loop Road & Kanaka Creek Road	1.248	1.000	1.248
17	School Street & Hot Springs Alameda Road	1.150	1.000	1.150
18	Loop Road & NE Frank Johns Road	1.067	1.066	1.138
19	Kanaka Creek Road & School Street/Bulldog Drive	1.188	1.000	1.188
20	Kanaka Creek Road & Gropper Road	1.138	1.000	1.138
21	NW Chesser Road & NW Gropper Road	1.136	1.002	1.138



Future Baseline Year 2041 Conditions

A 20-year analysis was conducted to estimate future traffic conditions and determine what infrastructure improvements may be necessary to maintain future traffic growth.

Streetlight data and historical traffic counts were used to determine the most appropriate traffic growth rate. Four (4) years of Streetlight data at 21 roadway segments around the City of Stevenson were utilized to determine annual traffic volume changes year over year. Generally, most roadway segments were reported to *decrease* an average of 0.2 percent per year. The range of traffic growth spanned -3.4 percent to 9.2 percent annually. Positive growth rates exceeding the traditional historic count information were used to maintain a conservative analysis of the traffic growth over the 20-year analysis period. Otherwise, traditional historical traffic count growth rates were used to determine the appropriate future growth rates.

The Skamania County Regional Transportation Plan (RTP) identified a compounding annual growth rate of 1.7 percent along SR-14 within the City of Stevenson. An analysis of SR-14 traffic volumes at Mile Post 43.01, identified a growth rate of 1.20 percent over a 10-year period (2010-2019) and a growth rate of 2.59 percent over a 5-year period (2015-2019), thus a relative average rate of 1.90 percent was extrapolated, consistent with RTP projections. Therefore, a 1.90 percent annual growth rate was used to determine a 20-year horizon traffic volumes along SR-14 roadway segments. This equates to a total growth rate of 46 percent over a 20-year period.

Similarly, US Census Data for the City of Stevenson and Skamania County identified an annual population growth rate of 0.99 percent and 0.93 percent, respectively, over a 10-year period (2010-2019) and an annual growth rate of 1.61 percent and 1.52 percent, respectively, over a 5-year period (2015-2019), thus a relative average annual rate of 1.27 percent was extrapolated to project future growth. Census data was used as a proxy to determine future traffic growth, assuming consistent similar traffic patterns. Therefore, a 1.27 percent compounded annual growth rate was used to determine a 20-year horizon traffic volumes along local Stevenson roadways. This equates to a total growth rate of 29 percent over a 20-year period.

Safety Analysis

To ensure a safe transportation system for vehicles, pedestrians and bicyclists, several components were reviewed and analyzed. These included a crash analysis where collision history of the most recent available five years was reviewed to determine commonalities, a sight distance analysis where several intersections were evaluated for sight distance deficiencies, and a school walk audit was preformed to examine pick-up and drop-off conditions, take inventory of nearby transportation infrastructure, and observe routes that students were taking to and from school.

Collision History Review

Using data obtained from the Washington Department of Transportation (WSDOT) Crash Data and Reporting Branch, a review of the most recent available five years of crash history (January 2015 to December 2019) at the study intersections was performed.

The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for the intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the annual average daily traffic (AADT) at the intersection. Crash rates in excess of 1.00 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

With regard to crash severity, WSDOT classifies crashes in the following categories:

- *No Apparent Injury (NA)*
- *Possible Injury (P)*
- *Suspected Minor Injury (SM)*
- *Suspected Serious Injury (SS)*
- *Fatality or Fatal Injury*

Table 5 provides a summary of crash types while Table 6 summarizes crash severities and rates for each of the study intersections.

Figure 6 displays collision hotspots within the City of Stevenson. As shown, the majority of collisions occur on SR-14, with a high incidence of collision between SW Rock Creek Drive (east) and Columbia Street. Other notable locations include the roadway segment of Russell Avenue between SR-14 & 1st Street and the intersection of Kanaka Creek Road at School Street/Bulldog Drive.

Table 5: Crash Type Summary

	Intersection	Crash Type				Total Crashes
		Turn	Rear End	Angle	Fixed Object	
1	SW Rock Creek Drive at SR 14	1	0	0	1	2
2	1 st Street at 2 nd Street (SR 14)	0	0	1	0	1
3	SW Rock Creek Drive at 2 nd Street (SR 14)	0	0	0	1	1
4	Russell Avenue at 2 nd Street (SR 14)	0	2	1	0	3
5	Columbia Avenue at 2 nd Street (SR 14)	0	0	1	0	1
7	Lutheran Church Road at 2 nd Street (SR 14)	1	3	0	0	4
13	School Street at Vancouver Avenue	0	0	0	1	1
15	Columbia Street at Vancouver Avenue	0	0	0	1	1
18	Loop Road at NE Frank Johns Road	0	0	0	1	1
19	Kanaka Creek Road at School Street/Bulldog Drive	0	1	1	0	2
20	Kanaka Creek Road at Gropper Road	0	0	0	1	1

Table 6: Crash Severity and Rate Summary

	Intersection	Severity					Total Crashes	PHEV	Crash Rate
		NA	P	SM	SS	Fatal			
1	SW Rock Creek Drive at SR 14	1	0	0	1	0	2	827	0.13
2	1 st Street at 2 nd Street (SR 14)	1	0	0	0	0	1	758	0.07
3	SW Rock Creek Drive at 2 nd Street (SR 14)	1	0	0	0	0	1	834	0.07
4	Russell Avenue at 2 nd Street (SR 14)	1	2	0	0	0	3	898	0.18
5	Columbia Avenue at 2 nd Street (SR 14)	1	0	0	0	0	1	892	0.06
7	Lutheran Church Road at 2 nd Street (SR 14)	2	2	0	0	0	4	947	0.23
13	School Street at Vancouver Avenue	1	0	0	0	0	1	145	0.39
15	Columbia Street at Vancouver Avenue	1	0	0	0	0	1	235	0.23
18	Loop Road at NE Frank Johns Road	1	0	0	0	0	1	96	0.57
19	Kanaka Creek Road at School Street/Bulldog Drive	1	1	0	0	0	2	127	0.86
20	Kanaka Creek Road at Gropper Road	0	0	0	1	0	1	112	0.49 ^a

BOLDED indicates a significant crash rate.

a = Intersection reconfigured as of 2017. The collision reported here occurred in 2015. It is expected that safety will be significantly improved at this intersection as a result of the improvements.



No fatalities resulted from crashes reported in the five-year analysis period but two locations had crashes that resulted in a Suspected Serious Injury (SS):

1. SW Rock Creek at SR 14: The intersection of SW Rock Creek Drive & SR 14 experienced one reported crash that was classified as Injury A. The collision occurred when a left-turning vehicle struck an oncoming passenger vehicle. The driver of the striking vehicle was reported to have failed to yield the right-of-way and had been driving inattentively. The driver of the striking vehicle and their four passengers were not reported to have sustained any injuries; the driver of the struck vehicle is reported to have sustained injuries consistent with Injury A classification. The collision was reported to have occurred during the daytime under clear conditions.

20. Kanaka Creek Road at Gropper Road: The intersection of Kanaka Creek Road & Gropper Road experienced one reported crash that was classified as Injury A. The collision occurred when a southbound passenger vehicle struck a utility pole. The driver of the passenger vehicle was reported to have been exceeding the posted speed limit and made an improper turn. The driver of the vehicle is reported to have sustained injuries consistent with Injury A classification. The collision was reported to have occurred during the night under clear and dry conditions.

Sight Distance Evaluation

Due to safety concerns based on crash history, intersection sight distance was measured at the intersections of SW Rock Creek Drive at SR 14, Lutheran Church Road at 2nd Street (SR 14), and Kanaka Creek Road at School Street/Bulldog Drive on Thursday, September 9th, 2021. Sight distance was measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*³. According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Intersection sight distance is an operational measure, intended to provide sufficient line of sight along the major-street so that a driver can enter the roadway without impeding the flow of through traffic. For intersection sight distance, the driver's eye is assumed to be 14.55 feet from the near edge of the nearest travel lane (or travelled way) of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The oncoming vehicle driver's eye height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Stopping sight distance is considered the minimum requirement to ensure safe operation of the driveway. This distance allows the driver of a vehicle traveling on the major-street to react to a turning vehicle or other object in the roadway and come to a complete stop to avoid a collision. To ensure safe operation of an intersection, the extent of available intersection sight distance must at least equal the minimum required stopping sight distance.

³ American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.

Three locations were identified as having available sight lines that did not meet the AASHTO recommendations:

1. SW Rock Creek Drive at SR 14: Assuming a design speed of 60 mph, the minimum recommended intersection sight distance is 665 feet to the east and west of the SW Rock Creek Drive access. The minimum required stopping sight distance is 570 ft. The following observations were made:

- Sight distance is measured to be approximately 385 feet east of SW Rock Creek Drive. Sight distance is currently obstructed by foliage located on the north side of SR 14, falling short of both the 665-foot intersection sight distance recommendation, and 570-foot sight distance requirement. It is recommended that the roadside foliage be removed/properly maintained to provide the minimum recommended sight distance of 665 feet.
- Sight distance is measured to exceed 665 feet west of the SW Rock Creek Drive access.

7. Lutheran Church Road at 2nd Street: Assuming a design speed of 30 mph, the minimum recommended intersection sight distance is 335 feet to the east of the Lutheran Church Road access. Approximately 215 feet to the east of the intersection the posted speed limit increases to 50 mph, therefore, a design speed of 55 mph was assumed for the westbound approach. Based on a design speed of 55 mph, the minimum recommended intersection sight distance is 610 feet, and the minimum requirement for stopping sight distance is 570 feet. The following observations were made:

- Sight distance is measured to be approximately 650 feet east of Lutheran Church Road, therefore, it exceeds the recommended intersection sight distance of 335 ft.
- Sight distance is measured to be approximately 375 feet west of the Lutheran Church Road access. Sight distance is currently obstructed by a concrete retaining wall located on the north side of SR 14, falling short of both the 610-foot sight distance recommendation, and the 570-foot requirement. To provide the minimum recommended intersection sight distance of 610 feet, turning movement restrictions or a larger staging area is recommended.

19. Kanaka Creek Road at School Street/Bulldog Drive: Assuming a design speed of 30 mph, the minimum recommended intersection sight distance is 335 feet to the north and south of the School Street and Bulldog Drive accesses. The required stopping sight distance is 200 feet. The following observations were made:

- Sight distance is measured to be approximately 355 feet north of School Street; therefore, it exceeds the recommended intersection sight distance of 335 ft.
- Sight distance is measured to be approximately 170 feet north of Bulldog Drive. Sight distance is currently obstructed by foliage located on the west side of Kanaka Creek Road, falling short of both the 335-foot intersection sight distance recommendation, and 200-foot stopping sight distance requirement. It is recommended that the roadside foliage on the west side of Kanaka Creek Road be removed/properly maintained to provide the minimum recommended sight distance of 355 ft.

Photo illustrating the available sight lines at these three intersections are included in Appendix C.

School Walk Audits

A school walk audit was conducted to observe the school drop-off and pick-up period, evaluating traffic circulation, student loading, and travel behaviors along with transportation facilities near the school within a quarter-mile distance of the school boundaries. The audit identified potential solutions to parent's concerns about active transportation and provides information for condition maps, which depict both unsafe behaviors and surroundings. These observations can be translated into an improvement recommendations and suggested routes to school maps.

A virtual meeting was held with school administrators to guide specific observations and evaluate critical areas of concern. The administration team met with voiced several observations and concerns that were evaluated in the field for their extent and potential solutions.

A field walk audit was conducted in Stevenson on Thursday, September 9th, 2021, during the morning drop-off and pick-up time periods at both Stevenson public schools: Stevenson Elementary School and Stevenson High School. Both of these schools are within the Stevenson-Carson School District 303, servicing students in and around Stevenson, Carson, and unincorporated Skamania County. A photo-based inventory of the nearby infrastructure was conducted, including areas of missing sidewalk, existing signage, pavement striping, and driveway aisle channelization. Notes were made on where students were walking to and from the campus. These observations influence improvements to ensure that the needs of the students are met.

Stevenson Elementary School

Stevenson Elementary School is located at 100 School Street and takes access via two ingress driveways (one of which is typically blocked off) along School Street and egress driveway further to the north along School Street. School bus access ingress occurs from the Del Ray Avenue and egress via an exit-only driveway along Vancouver Avenue.

Figure 7 depicts the Stevenson Elementary School field walk audit inventory collected during the site visit. The following observations were made:

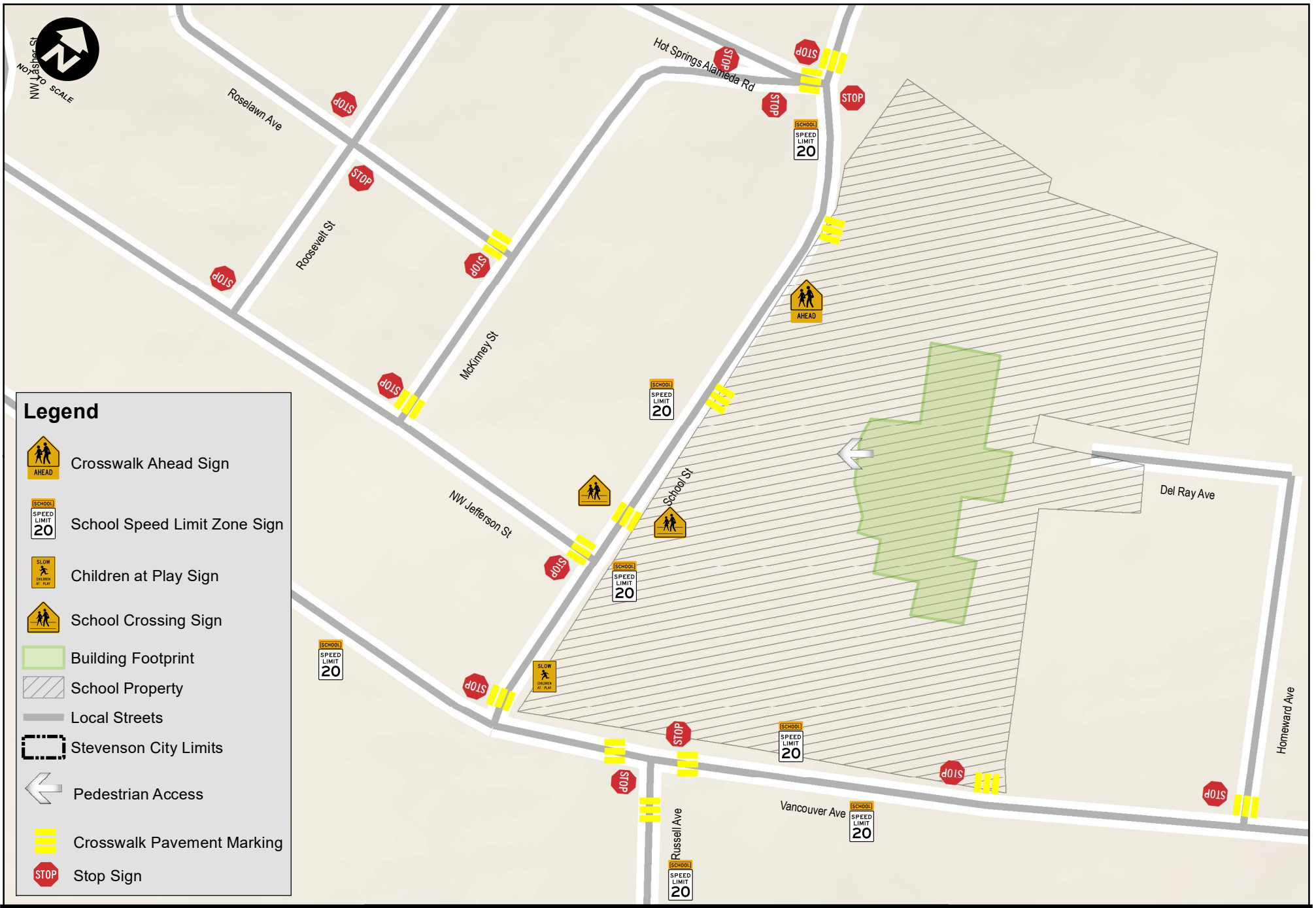
- Inconsistent crosswalk pavement markings around campus
- School speed limit zone signs along School Street, Vancouver Avenue, and Russel Avenue (20 MPH SPEED LIMIT WHEN CHILDREN ARE PRESENT)
- All-Way Stop Control at the intersection of School Street, McKinney Street, and Hot Springs Alameda Road
- Significant pavement deterioration at school bus exit driveway approach at Vancouver Avenue
- School children crossing signs located at the intersection of School Street and NW Jefferson Street
- Vehicular queuing extended beyond ingress driveway, down School Street, and onto westbound Vancouver Avenue
- Vehicular queuing over the crosswalk at the school entrance
- Improper drop-off along School Street prior to driveway entrance

Stevenson High School












Stevenson High School is located at 390 Gropper Road and takes access via four driveways along Gropper Road, between Kanaka Creek Road and Cheri Lane, spaced approximately 155 feet apart. School bus access occurs via Bulldog Drive, which connects to the District's bus depot.

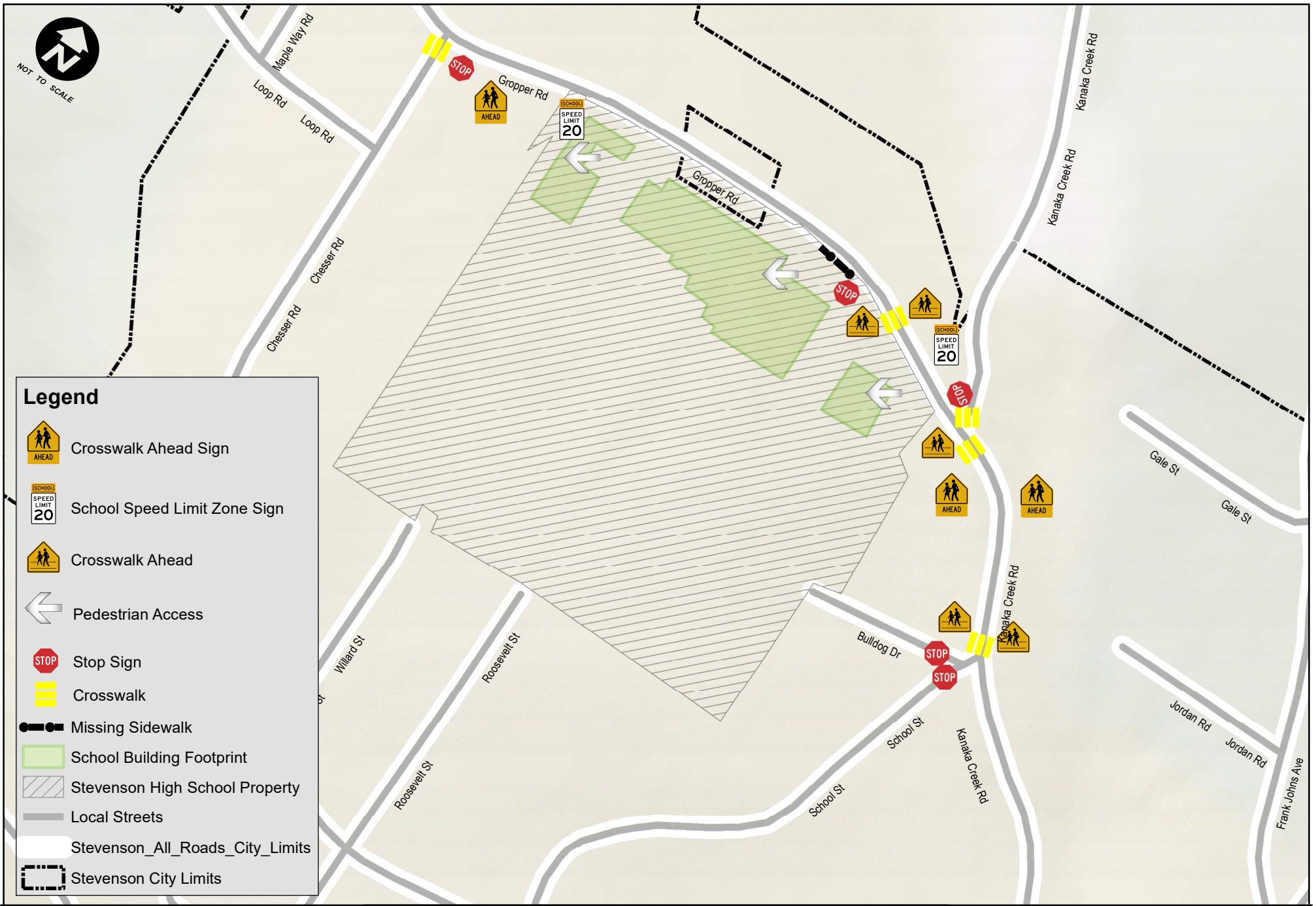
Figure 8 depicts the Stevenson High School field walk audit inventory collected during the site visit. The following observations were made:

- Sidewalk missing on the south side of Gropper Road between the two western school driveways
- Missing crosswalks at driveways
- School speed limit zone signs along School Street, Vancouver Avenue, and Russel Avenue (20 MPH SPEED LIMIT WHEN CHILDREN ARE PRESENT)
- No Stop-Controlled intersection approaches across Gropper Road present
- School children crossing signs located at second most-western driveway on Gropper Road, at the intersection of Gropper Road & Kanaka Creek Road, and at the intersection of School Street & Kanaka Creek Road
- High majority of students drive to school, with some students being dropped off. Vehicles primarily access the school via drive aisle accessing rear parking lot in the interior of the school
- Insufficient sight distance exhibited crossing Kanaka Creek Road at School Street intersection
- Multiple vehicle conflicts in front of school at main entrance. Low vertical sight distance available to vehicles exiting drive aisle to street, conflicting turning movements within driveway, and parking activity all create vehicle conflicts within parking area.



Legend

-  Crosswalk Ahead Sign
-  School Speed Limit Zone Sign
-  Children at Play Sign
-  School Crossing Sign
-  Building Footprint
-  School Property
-  Local Streets
-  Stevenson City Limits
-  Pedestrian Access
-  Crosswalk Pavement Marking
-  Stop Sign



Operational Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*⁴. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection. A summary showing the results of the capacity and delay analysis under each evening peak hour analysis scenario for the peak 15-minute conditions is shown in Table 7. Detailed calculations as well as tables showing the relationship between delay and LOS are included in Appendix E.

Performance Standards

The study area includes intersections in the City of Stevenson and on WSDOT facilities in Skamania County. The standards for these agencies are listed below.

In 1998 the Washington State Legislature passed House Bill 1487, otherwise known as the Level of Service (LOS) Bill. The Bill set new requirements relating to transportation and growth management planning. The intent of the legislation was to enhance the coordination of planning efforts and plan consistency at the local, regional, and state level. The key applicable elements include:

- Highways of Statewide Significance: The State must give higher priority to correcting identified deficiencies on transportation facilities of statewide significance. Designation of Highways of Statewide Significance (HSS) was completed in 1999. In the Skamania County region, the HSS system includes SR-14. WSDOT has established an LOS 'C' for rural HSS facilities like SR-14.
- Non-Highways of Statewide Significance: Non-HSS state highways, otherwise known as Highways of Regional Significance, in Skamania County include SR-504. The RTPo has established an LOS 'C' for rural non-HSS. Note: SR-504 is not within the study area.

The City of Stevenson does not have an established level of service threshold for evaluating roadway performance. For local streets within the City of Stevenson a recommended performance threshold is LOS D or better.

⁴ Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

Existing Year 2021 Conditions

The LOS, delay, and v/c results of the capacity analysis are shown in Table 7 for the evening peak hours and illustrated in Figure 9. All study intersections are currently operating acceptably per Washington State standards.

Future Baseline Year 2041 Conditions

A 20-year analysis was conducted to estimate future traffic conditions and determine what infrastructure improvements may be necessary to maintain future traffic growth. The results are summarized in Table 7 and illustrated in Figure 10. As shown in Table 7, all study intersections are projected to continue operating within the City of Stevenson and WSDOT standards with the following exceptions:

1. Rock Creek Drive & SR-14 – LOS E
2. 1st Street & SR-14 – LOS E
3. SW Rock Creek Drive & SR-14 – LOS F
4. SW Russell Avenue & SR-14 – LOS F
5. Columbia Street & SR-14 – LOS F
6. NE Frank Johns Road & SR-14 – LOS E

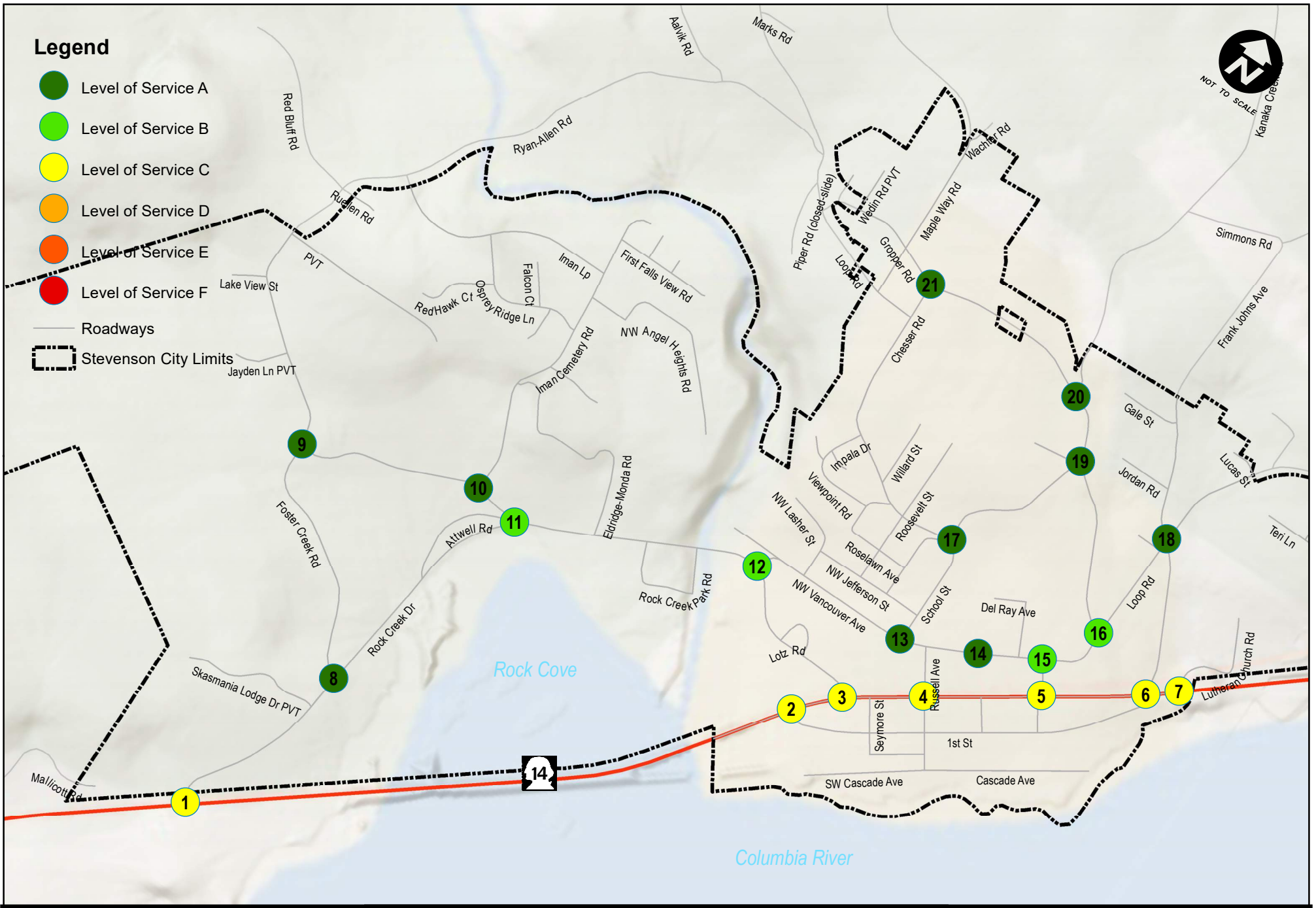
Table 7: Capacity Analysis Summary (PM Peak Hour)

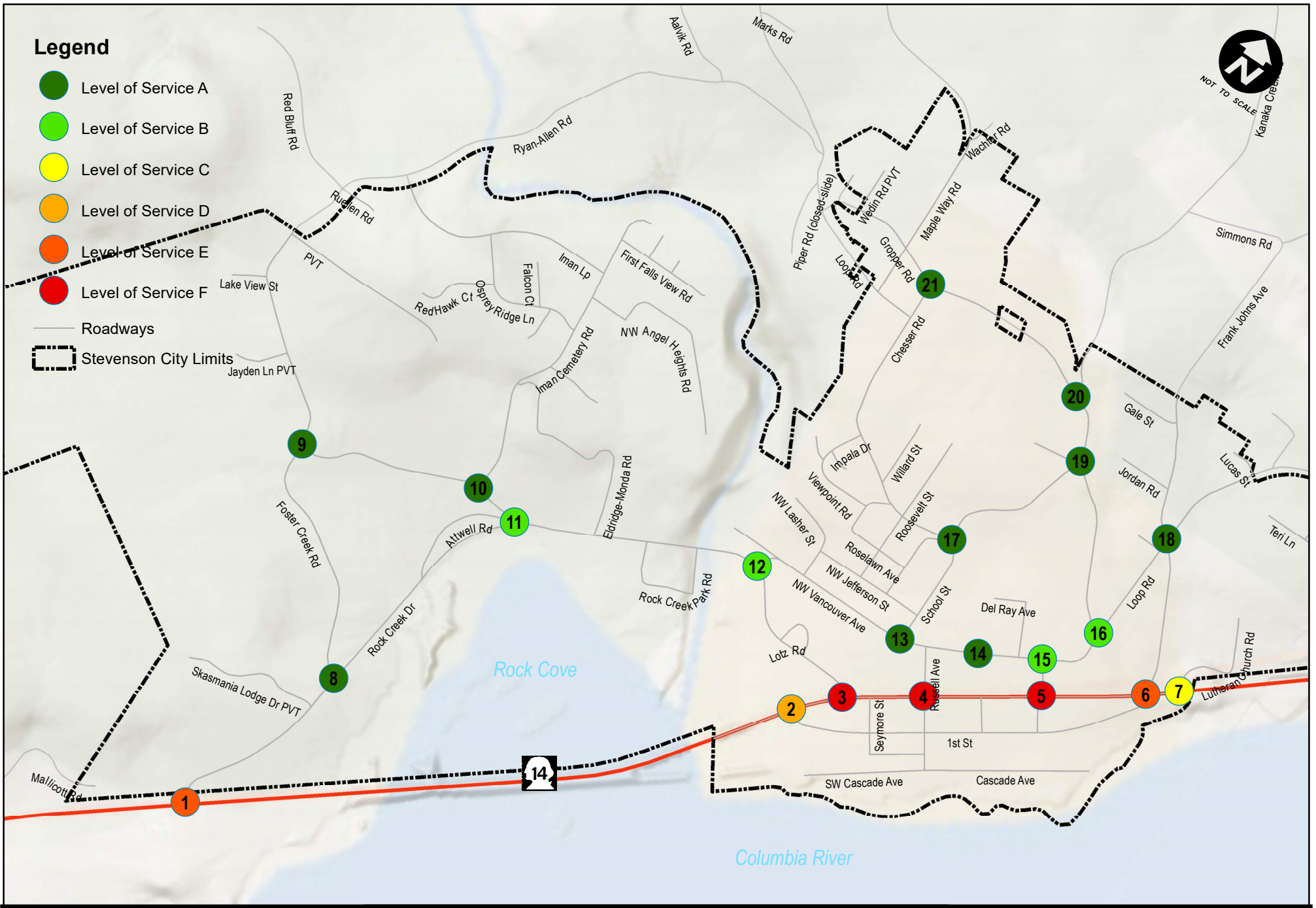
Intersection	Scenario	PM Peak Hour		
		V/C	LOS	Delay (s)
1. Rock Creek Drive & SR-14	Existing Conditions	0.10	C	18
	Year 2041 Planning Horizon	0.21	E	41
2. 1st Street & SR-14	Existing Conditions	0.23	C	15
	Year 2041 Planning Horizon	0.60	E	38
3. SW Rock Creek Drive & SR-14	Existing Conditions	0.33	C	19
	Year 2041 Planning Horizon	0.85	F	83
4. SW Russell Avenue & SR-14	Existing Conditions	0.08	C	18
	Year 2041 Planning Horizon	0.54	F	86
5. Columbia Street & SR-14	Existing Conditions	0.25	C	21
	Year 2041 Planning Horizon	0.77	F	99
6. NE Frank Johns Road & SR-14	Existing Conditions	0.07	C	19
	Year 2041 Planning Horizon	0.19	E	47
7. Lutheran Church Road & SR-14	Existing Conditions	0.13	B	12
	Year 2041 Planning Horizon	0.30	C	18

Table 7: Capacity Analysis Summary (PM Peak Hour)

Intersection	Scenario	PM Peak Hour		
		V/C	LOS	Delay (s)
8. SW Rock Creek Drive & Foster Creek Road	Existing Conditions	0.03	A	9
	Year 2041 Planning Horizon	0.04	A	9
9. Foster Creek Road & Ryan Allen Road	Existing Conditions	0.03	A	9
	Year 2041 Planning Horizon	0.04	A	9
10. Iman Cemetery Road & Ryan Allen Road	Existing Conditions	0.04	A	9
	Year 2041 Planning Horizon	0.04	A	9
11. SW Rock Creek Drive & SW Attwell Road/Ryan Allen Road	Existing Conditions	0.07	B	10
	Year 2041 Planning Horizon	0.07	B	10
12. Vancouver Avenue & SW Rock Creek Drive	Existing Conditions	0.08	B	10
	Year 2041 Planning Horizon	0.10	B	10
13. School Street & Vancouver Avenue	Existing Conditions	0.07	A	9
	Year 2041 Planning Horizon	0.09	A	9
14. Homeward Street & Vancouver Avenue	Existing Conditions	0.06	A	9
	Year 2041 Planning Horizon	0.06	A	9
15. Columbia Street & Vancouver Avenue	Existing Conditions	0.14	B	10
	Year 2041 Planning Horizon	0.21	B	12
16. Loop Road & Kanaka Creek Road	Existing Conditions	0.06	B	10
	Year 2041 Planning Horizon	0.07	B	11
17. School Street & Hot Springs Alameda Road	Existing Conditions	0.06	A	7
	Year 2041 Planning Horizon	0.07	A	7
18. Loop Road & NE Frank Johns Road	Existing Conditions	0.01	A	9
	Year 2041 Planning Horizon	0.02	A	9
19. Kanaka Creek Road & School Street/Bulldog Drive	Existing Conditions	0.03	A	9
	Year 2041 Planning Horizon	0.03	A	9
20. Kanaka Creek Road & Gropper Road	Existing Conditions	0.06	A	9
	Year 2041 Planning Horizon	0.06	A	9
21. NW Chesser Road & NW Gropper Road	Existing Conditions	0.02	A	9
	Year 2041 Planning Horizon	0.02	A	9

BOLDED text indicates the intersection does not meet performance thresholds.





Warrant Analysis

A warrant is a threshold condition based upon average or normal conditions that, if found to be satisfied as part of an engineering study, shall result in analysis of other traffic conditions or factors to determine whether a traffic control device or other improvement is justified. These analyses include determining the need for turn lanes and traffic signal installation.

Left-Turn Lane Warrants

Left-turn lane warrants were examined at the unsignalized intersections of SR-14 & 1st Street, SR-14 & NE Frank Johns Road, and SR-14 & Lutheran Church Road under 2041 Planning Horizon Year conditions. These intersections were selected for analysis as they were identified to operate at a substandard LOS under Year 2041 conditions and could be further improved by the installation of a left-turn lane.

A left-turn refuge is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream. The warrants examined implement the design curves developed by the Texas Transportation Institute (TTI). These warrants are evaluated based on the number of left-turning vehicles, the number of advancing and opposing vehicles, the number of lanes, and the roadway travel speed.

With the current configuration, left-turn lanes were warranted at the following locations:

- Westbound approach of SR-14 & 1st Street
- Eastbound approach of SR-14 & NE Frank Johns Road
- Eastbound approach of SR-14 & Lutheran Church Road.

Preliminary Traffic Signal Warrants

Indiscriminate use of traffic signals can adversely affect the safety performance and operational efficiency of vehicle, bicycle, and pedestrian traffic. Therefore, and as required by the MUTCD, a traffic signal should be considered for installation only after if it is determined to meet specific “warrants” and an engineering study shows that the installation would improve safety and/or operations. Satisfying a signal warrant does not mandate the installation of a traffic signal nor by itself meet the requirements of the WSDOT Design Manual Section 1300.05; but failing to satisfy at least one warrant shall remove the signal from consideration.

Preliminary traffic signal warrants were examined at the six (6) unsignalized intersections under 2041 Planning Horizon Year conditions. The remaining unsignalized intersections had a Level of Service projection of LOS C or better, thereby not meeting the threshold for significant vehicular demand.

With the current intersection configurations, preliminary traffic warrants were met at the following intersections:

- SR-14 & 1st Street
- SW Rock Creek Drive (east) & SR-14
- SR-14 & Columbia Street

Therefore, additional considerations were made for each of these intersections to evaluate other circumstances regarding signalization.

- At these identified intersections, signalization would lead to significant congestion and queuing along the corridor. The downtown commercial district is characterized by closely spaced intersections, this would particularly lead to significant travel times through downtown Stevenson.
- Parallel parking close that is currently close to these intersections would reduce the saturation flow rate of the signal and would likely need to be removed to maintain an efficient traffic signal.
- Maintenance and infrastructure costs associated with signalization are significantly higher than the existing stop-controlled configuration. Maintaining signals within City limits would require coordination with WSDOT to purchase signal equipment and allocate funding for electrification and maintenance.



Transportation System Recommendations

Transportation system improvements options were developed to address operational and safety concerns identified in the system inventory. Some of the improvements were identified to address immediate concerns while others were developed to address long-term needs.

Improvement Development

After evaluating existing and future baseline conditions, an initial list of improvement concepts was created to address specific deficiencies, safety issues, or access concerns. These concepts focused on:

- Operational improvements to address locations that fail to meet operational standards during the 20-year planning horizon or with the sensitivity analysis.
- Safety improvements targeted at locations with an existing pattern of crashes or locations with roadway attributes and environmental factors that may contribute to future crashes.
- Improvements to address access to schools as part of the Safe Routes to School (SRTS) initiative.

Evaluation Process

The concept analysis included an assessment of many factors such as:

- Traffic Operations – Traffic operations were evaluated for concepts that were identified to address operational deficiencies.
- Safety – Safety improvements considered the potential to address historical crash patterns from the five-year analysis period.
- Basic Roadway Geometries and Right of way Requirements – Conceptual illustrations of basic roadway geometry and right of way needs were developed for concepts that involve infrastructure improvements.
- Environmental and Land Use Assessment – Impacts or benefits to resources were qualitatively assessed based on the data assembled for the environmental and land use reconnaissance.
- Concepts Cost Opinions – Rough order of magnitude cost opinions were developed using present-day dollars and standard estimating methods. The estimates include a contingency factor but do not include right of way (ROW), utility relocation, environmental mitigation, or hazardous material costs.

Preferred Improvements

A project sheet was created summarizing each of the potential improvements. The City of Stevenson held several community meetings to review the improvement options and get feedback from residents, businesses, and staff. With this feedback, the following projects were identified as part of this plan:

Near-Term Improvements:

- Kanaka Creek Road at School Street & Bulldog Drive
- Westbound Right-Turn Lant at SR-14 & Rock Creek Drive (West)
- SR-14 West: 3-Lane Section from 1st Street to Rock Creek Drive (East)
- SR-14 East: Safety Improvements from Frank Johns Road to Lutheran Church Road
- Vancouver Avenue Traffic Control Changes
- SRTS Improvements at Stevenson Elementary and High Schools

Longer-Term Improvements

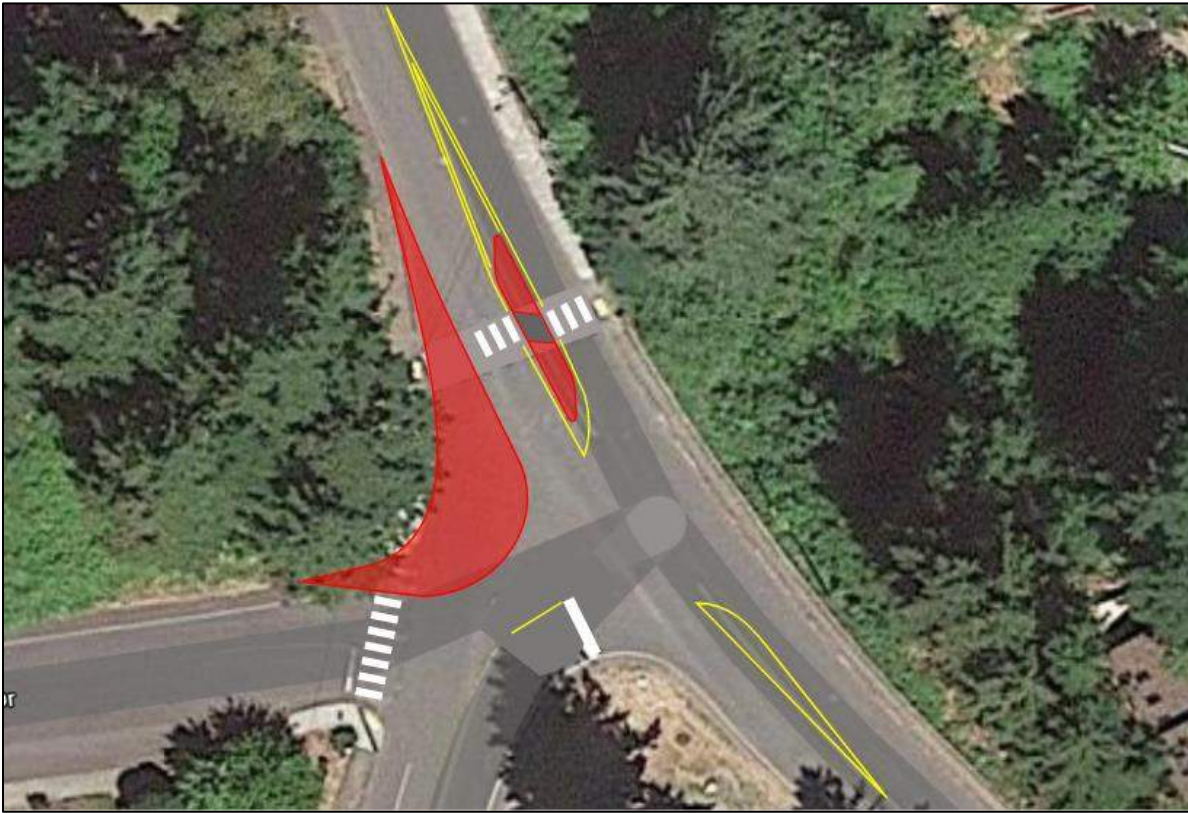
- West City Entrance Roundabout at SR-14 & 1st Street
- East City Entrance Roundabout at SR-14 & 1st Street
- Downtown Traffic Signals

Other improvement options were considered but discarded in favor of this list above. A notable change from prior planning efforts is the removal of a future one-way couplet system through downtown in favor of a more traditional “Main Street” development pattern with potential signalization of critical intersections to facilitate side street access and pedestrian crossings.

Project Sheets

Project sheets were prepared for each project except for the SRTS descriptions which are discussed separately. The project sheets include a description and purpose, list additional considerations, and provide a planning level cost opinion.

Project: Kanaka Creek Road at School Street & Bulldog Drive



Description

Revise the intersection of Kanaka Creek Drive at School Street & Bulldog Drive by extending the northwest corner and adding a pedestrian crossing median island.

Purpose

This improvement is intended to:

- Reduce intersection size
- Improve sight lines at pedestrian crossing across Kanaka Creek Road and allow two-stage crossing
- Better define roadway hierarchy
- Potentially slow speeds by narrowing travel lanes

Additional Considerations

Other factors to consider with this improvement include:

- Corner could include planting feature
- Pedestrian median island can include angled crossing to turn pedestrians towards oncoming traffic
- Pedestrian crossing a Bulldog Drive can be shortened
- The project will increase impervious surface which can be minimized with planting area

Cost Opinion

Less than \$50,000

Project: Westbound Right-Turn Lane at SR-14 & Rock Creek Drive



Description

Construct a westbound right-turn deceleration lane on SR-14 at Rock Creek Drive. The lane illustrated above is approximately 700 feet in length.

Purpose

This improvement is intended to:

- Reduce the likelihood of rear-end collisions in the westbound direction as demand increases

Additional Considerations

Other factors to consider with this improvement include:

- Access to WSDOT yard south of the intersection would need to be considered in design
- The project will increase impervious surface, inducing stormwater considerations
- Grading will be necessary and possible structural wall may be needed on northeast corner
- Project is on a state highway and WSDOT will need to be engaged

A shorter right-turn lane could potentially be provided with deceleration occurring primarily in the through lane. The length of the lane could be reduced to a minimum of 200 feet. Shortening the lane would increase the risk of rear-end collisions in the westbound direction.

Cost Opinion

\$700,000

Project: SR-14 West: 3-Lane Section from 1st Street to SW Rock Creek Drive



Description

Convert to 3-lane cross-section on SR-14 (2nd Street) between 1st Street and SW Rock Creek Drive. This project is expected to be a combination of roadway widening and restriping. Adding the center lane would provide the opportunity to include a median island refuge at the crosswalk east of SW Rock Creek Drive.

Purpose

This improvement is intended to:

- Increase capacity for left-turn movements
- Reduce the likelihood of some types of collisions (rear end and angle)
- Improve pedestrian crossing with potential median island

Additional Considerations

The image above is a conceptual layout only. Other factors to consider with this improvement include:

- Widening the roadway may require grading
- The project will increase impervious surface
- This project could be constructed in phases with left-turn striping at SW Rock Creek Drive and possible median island refuge constructed with the existing paved width and extension of two-way left-turn lane to 1st Street as a later phase
- Project is on a state highway and WSDOT will need to be engaged

These improvements could be constructed as two projects, one focused on the intersection with 1st Street and one focused on the intersection with SW Rock Creek Drive.

Cost Opinion

\$390,000

Project: SR-14 East: Safety Improvements



Description

Relocate retaining wall 8 to 10 north of current location and regrade and landscape the property adjacent to the sidewalk to improve sight lines. Add a 1- to 2-foot-wide ribbon median with post delineators in the gore between SR-14 and 1st Street to prevent the illegal northbound left-turn movement from SW Cascade Avenue. Both improvements are illustrated above.

Purpose

This improvement is intended to:

- Address sight distance issues at NE Frank Johns Road and Lutheran Church Road
- Prevent illegal left-turns from SW Cascade Avenue onto westbound SR-14

Additional Considerations

Other factors to consider with these improvements include:

- The improvements could be fully constructed in the existing right-of-way
- Perceived impacts to private property
- Wall reconstruction would potentially impact trees on private property
- Projects are independent and could be constructed independently
- Project is on a state highway and WSDOT will need to be engaged

An alternative or long-term option would be to physically prohibit southbound left turns from Lutheran Church Road to SR-14 concurrent with northern connection of Lutheran Church Road to NE Pine Street

Cost Opinion

\$40,000 for ribbon median

\$350,000 for retaining wall

Project: Improvement Concept: Convert Intersections to All-Way Stop Control



Description

Convert non-standard stop-controlled at NW Vancouver Avenue at Russell Avenue and Columbia Street to all-way stop control.

Purpose

This improvement is intended to:

- Standardize traffic control to meet normal driver expectations
- Improve intersection safety

Additional Considerations

Other factors to consider with this improvement include:

- Delays on NW Vancouver Avenue will generally decrease (3 to 4 seconds per vehicle) while delay is added to Russell Avenue and Columbia Street (7 to 8 seconds per vehicle)
- Traffic control is also more consistent with pedestrian expectations
- Drivers on Russell Avenue and Columbia Street will be stopping on a grade of approximately 7 to 8 percent

If stopping northbound traffic on Russell Avenue and/or Columbia Street is not implemented, consider removing free right-turn movement from eastbound approaches to improve pedestrian safety crossing NW Vancouver Avenue.

Cost Opinion

Less than \$10,000

Project: West City Entrance: Roundabout at SR-14 & 1st Street



Description

Construct a three-legged roundabout at the west entrance to the City at the intersection of SR-14 (2nd Street) and 1st Street. The roundabout illustrated above is approximately 120-130 feet in diameter. The connection to Railroad Street would need to be relocated.

Purpose

This improvement is intended to:

- Slow traffic as it enters town
- Reduce the number and severity of crashes
- Address the long-term need for a left-turn lane on westbound SR-14
- Create a gateway feature for the City of Stevenson

Additional Considerations

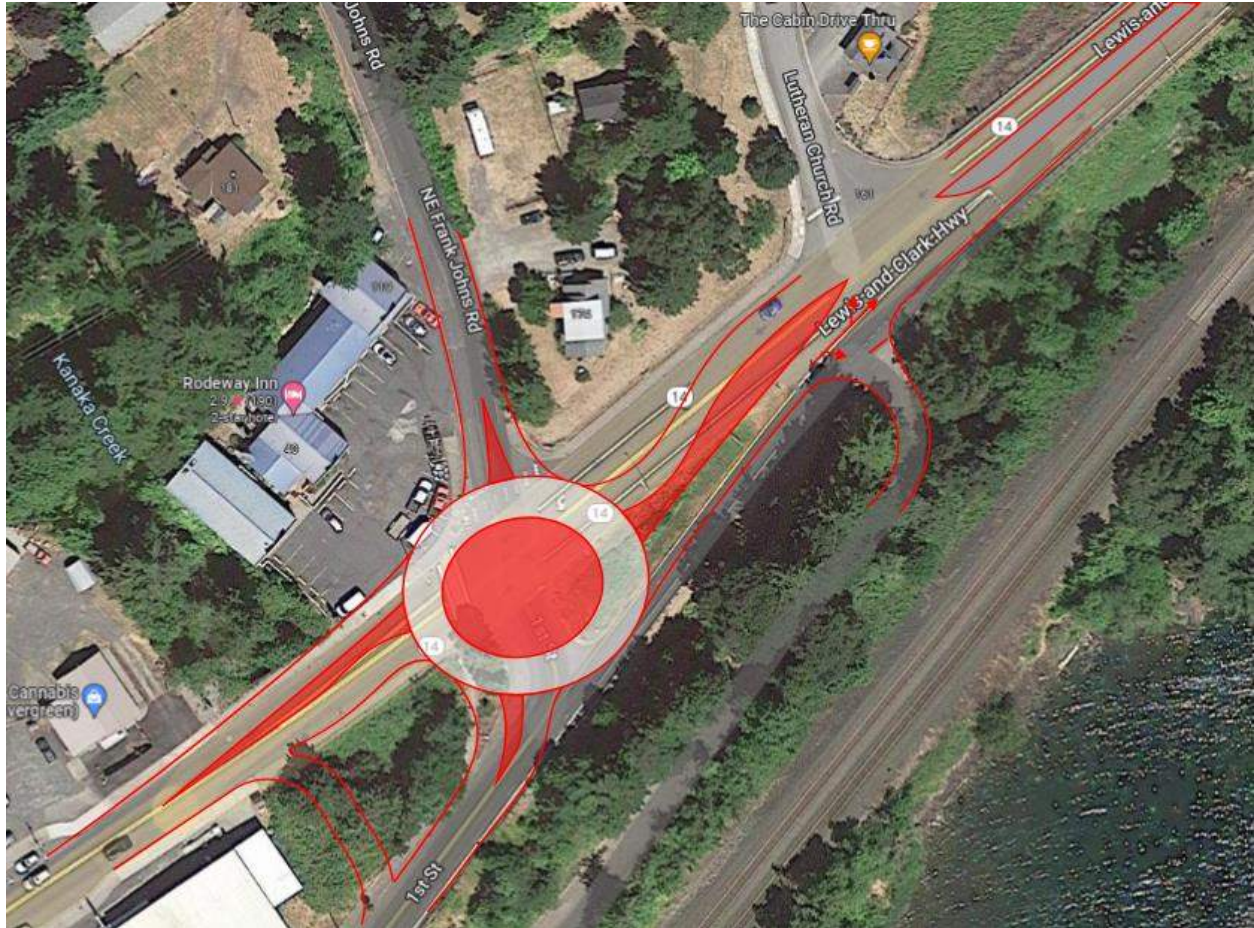
The image above is a conceptual layout of a possible roundabout option; alternative alignments should be considered. Other factors to consider with this improvement include:

- Focused engineering study for the appropriateness of a westbound bypass lane
- Some right-of-way acquisition will likely be required
- Access could be limited for some properties
- The footprint of the project will be larger than the roundabout to accommodate necessary grading
- The project will increase impervious surface
- Project is on a state highway and WSDOT will need to be engaged

Cost Opinion

\$2,450,000 (Excludes right-of-way acquisition)

Project: East City Entrance: Roundabout at SR-14 & 1st Street



Description

Construct a four-legged roundabout at the east entrance to the City at the intersection of SR-14 (2nd Street) and NE Frank Johns Road/1st Street. The roundabout illustrated above is asymmetrical and approximately 120-140 feet in diameter. A possible connection between 2nd Street and 1st Street is included.

Purpose

This improvement is intended to:

- Slow traffic as it enters town
- Reduce the number and severity of crashes
- Address sight distance issues at NE Frank Johns Road and Lutheran Church Road
- Address the long-term need for a left-turn lane at NE Frank Johns Road and Lutheran Church Road
- Prevent illegal left-turns from SW Cascade Avenue onto westbound SR-14
- Create a gateway feature for the City of Stevenson

Additional Considerations

The image above is a conceptual layout of a possible roundabout option; alternative alignments should be considered. Sidewalk would be included on the urban sections, which would widen the footprint from what is shown. Other factors to consider with this improvement include:

- Significant right-of-way acquisition will likely be required
- Access could be limited for some properties
- Parking at the hotel on the northwest corner would be affected
- Significant grading and structural retaining walls will be necessary; the footprint of the project will be larger than the roundabout itself
- The grades between 2nd Street and 1st Street may be too steep for connection shown
- Kanaka Creek could be affected, potentially requiring significant structural engineering of culvert (or bridge)
- The project will increase impervious surface
- Project is on a state highway and WSDOT will need to be engaged

Cost Opinion

\$4,200,000 (Excludes right-of-way acquisition and any environmental mitigation)

Project: Downtown Traffic Signals



Description

Add traffic signals downtown on SR-14 (2nd Street) when warranted by traffic volumes or other factors.

Purpose

This improvement is intended to:

- Decrease delays on side streets intersecting the highway
- Stop traffic for pedestrians crossing the highway

Additional Considerations

Other factors to consider with this improvement include:

- Traffic signals will add delay to through traffic on the highway but decrease delay for side streets
- Crashes rates may increase with traffic signals, but most collisions are likely to be less severe (i.e., fewer and less severe injuries)
- Pedestrian crossing phases will be provided with signals
- Signals could be constructed within existing right-of-way
- Traffic signals are generally not installed until warrants are met
- Project is on a state highway and WSDOT will need to be engaged

Another option is to live with some congestion, with longer delays for turns from side streets and left turns from the highway.

Cost Opinion

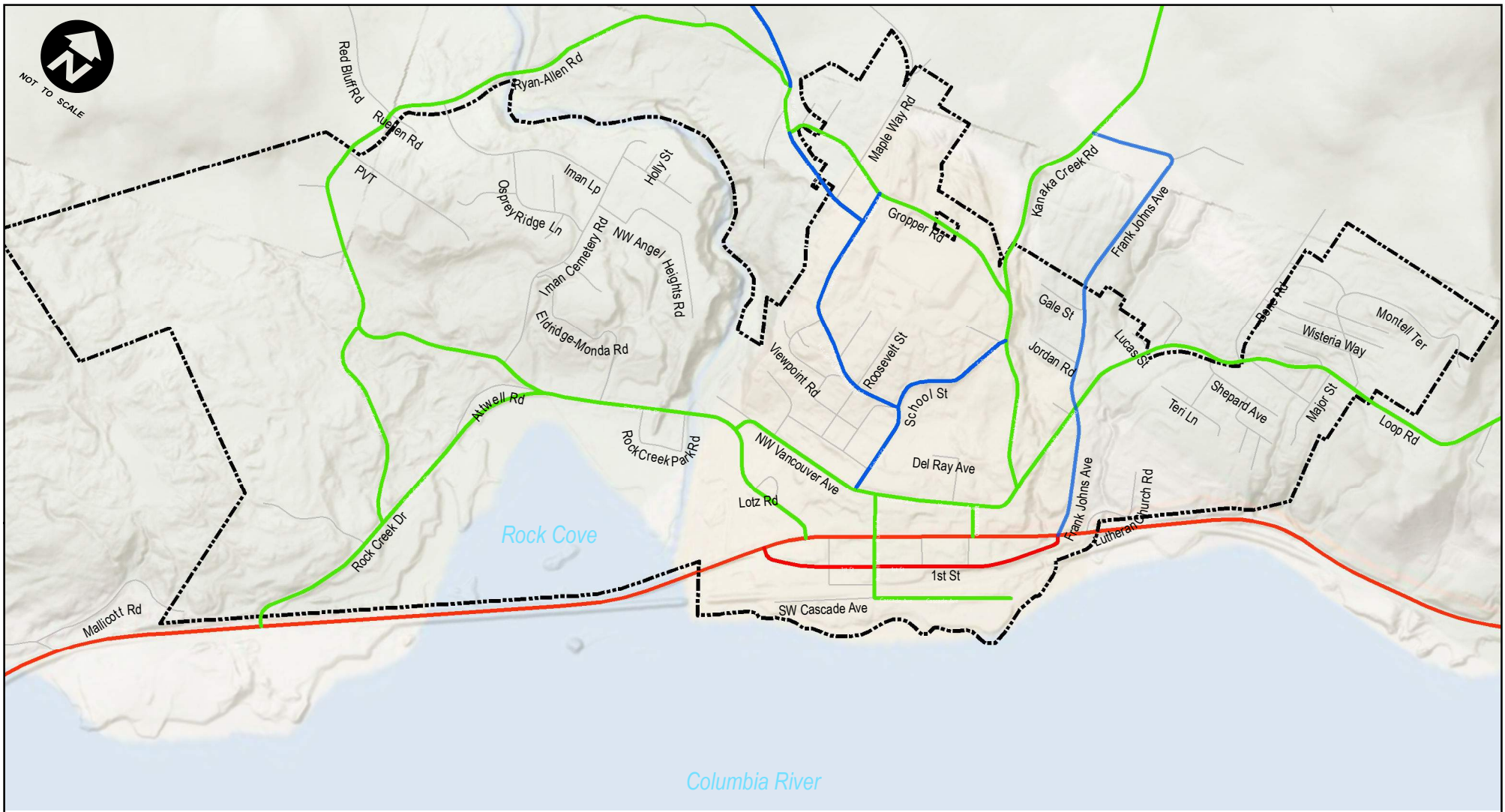
Estimated cost per signal \$500,000

Roadway Functional Classification Upgrades

The City of Stevenson Engineering Standards include street standards by functional classification in Table 2.03A. Revising the functional classification in the Comprehensive Plan (Map 4.6 Streets) to eliminate the reference to “Rural” designations is recommended for consistency.

Additionally, given its connection to SR-14, a minor collector designation for Frank Johns Road is recommended. As illustrated in Figure 11, the designation is shown to extend from SR-14 north to Simmons Road and looping west to Kanaka Creek Road. At minimum, the designation should be applied between SR-14 and East Loop Road.





Legend

- Principal Arterial
- Major Collector
- Minor Collector



Recommended Functional Classification Ma

Safe Routes to School

Safe Routes to School is a Washington state and Federal Highway Administration funded program which was created to enable and encourage children to walk and bicycle to school safely, thereby encouraging a healthy and active lifestyle from an early age. Safe Routes to School maps were developed for each Stevenson campus, with quarter-mile walksheds and suggested routes for safer travel. This information can recommend where operational and safety deficiencies most greatly affect Stevenson's most vulnerable roadway users, children walking to and from school.

Stevenson Elementary School

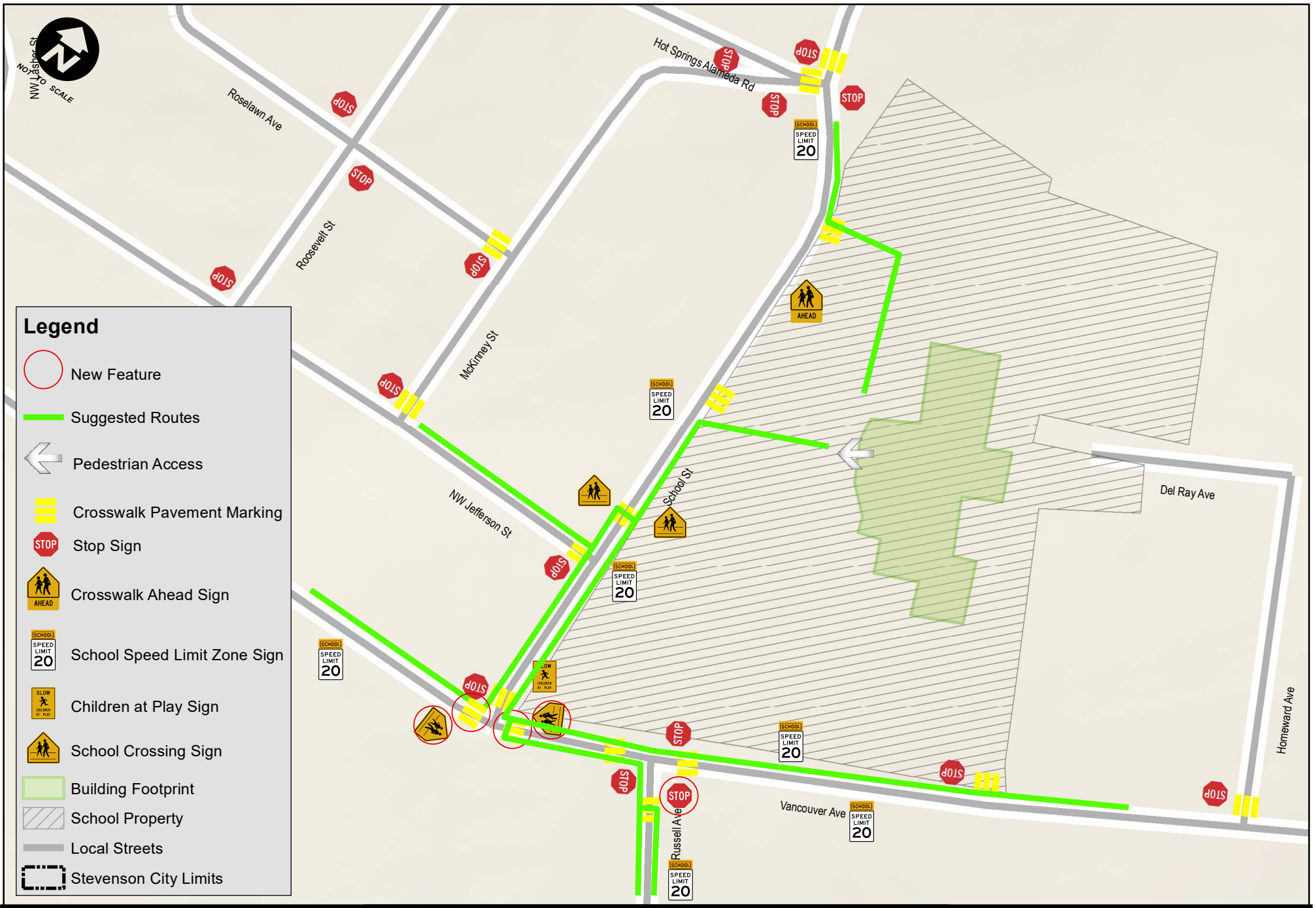
Recommended improvements related to the local transportation infrastructure network around Stevenson Elementary School include the following:

- Pedestrian Improvements
 - Install high-visibility continental crosswalks at all pedestrian crossing locations within school vicinity
 - Install R1-6, W11-2, and W16-7P signage at all pedestrian crossing locations within school vicinity
 - Install raised pedestrian crosswalks at both crosswalks within the school main parking lot
- Off-Site Vehicular Improvements
 - Add flashing yellow beacons to school zone signs
 - Reconfigure McKinley Street/Hot Springs Alameda/School Street intersection to two distinct T-shaped intersections (requires realignment of McKinley Street)
 - Convert Russel Avenue & Vancouver Avenue intersection to traditional all-way stop or one-way stop-controlled intersection

Additional safety improvements to consider:

- Install chicanes along School Street and Vancouver Avenue fronting school
- Improve street lighting within local campus area

Figure 12 illustrates the suggested routes and improvements for the elementary school.



Stevenson High School

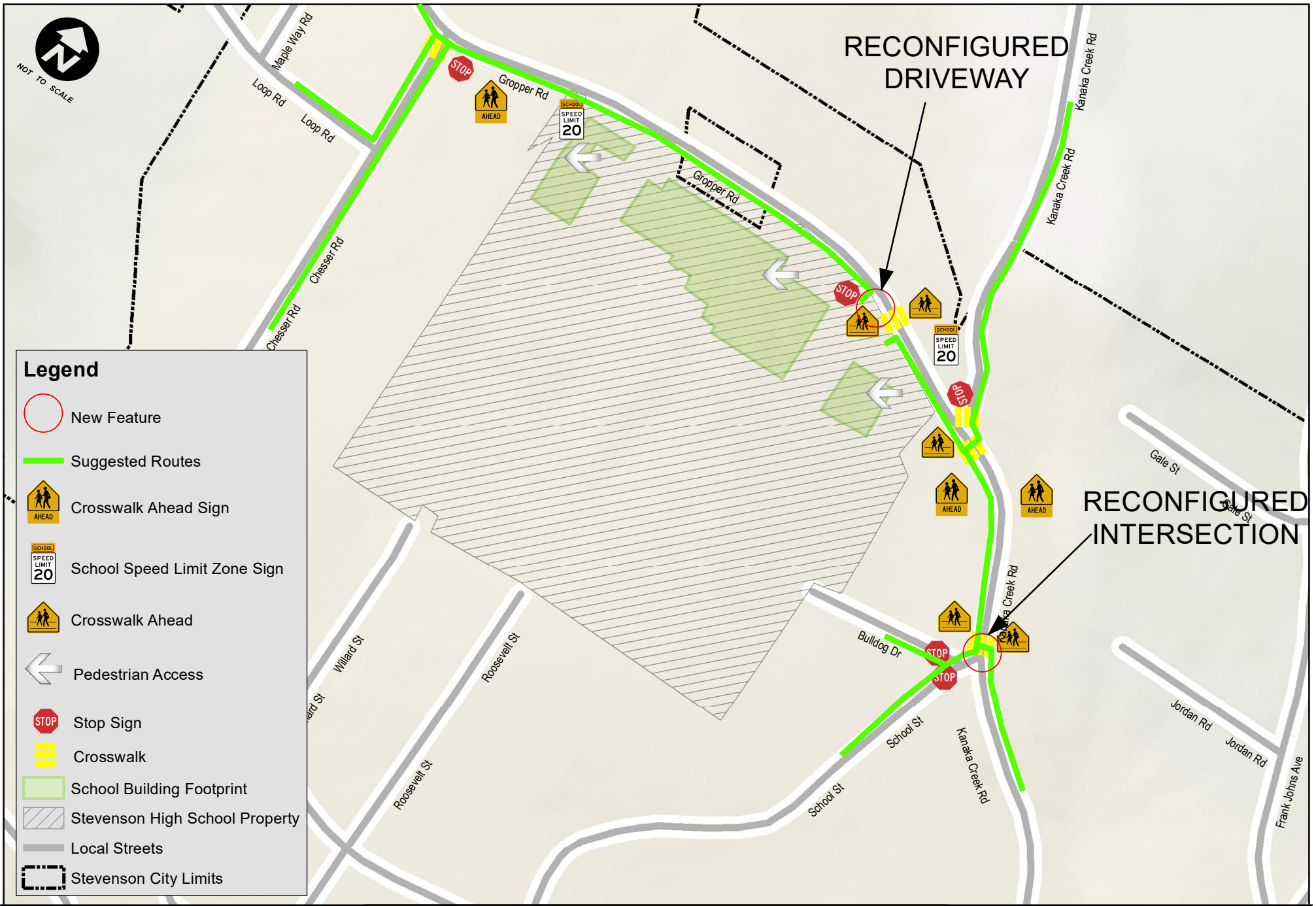
Recommended improvements related to the local transportation infrastructure network around Stevenson High School include the following:

- Pedestrian Improvements
 - Construct missing sidewalk on south side of Gropper Road between the first and second most western driveways (approximately 105 feet)
 - Install high-visibility continental crosswalks at all pedestrian crossing locations within school vicinity
 - Install R1-6, W11-2, and W16-7P signage at all pedestrian crossing locations within school vicinity
 - Reconfigure Kanaka Creek Road at School Street/Bulldog Drive intersection to improve sight distance at pedestrian crossing across Kanaka Creek Road
 - Install raised pedestrian crosswalk within main drive aisle to connect Main Campus and the Skamania County Pool building
- On-Site Vehicular Improvements
 - Reconfigure main entrance parking lot to remove or minimize user conflicts. Consider making the westernmost driveway ingress only, and the second driveway egress only.
 - Reduce driveway throat widths to 10 feet
 - Close easternmost driveway. Fill in additional sidewalk (approximately 30 feet)
- Off-Site Vehicular Improvements
 - Reconfigure Kanaka Creek Road at School Street/Bulldog Drive intersection to improve sight distance deficiency
 - Add flashing yellow beacons to school zone signs

Additional safety improvements to consider:

- Install chicanes along Gropper Road fronting school
- Improve street lighting within local campus area

Figure 13 illustrates the suggested routes and improvements for the high school.



Appendix A: Traffic Volumes

Traffic Counts

StreetLight Data





(303) 216-2439
www.alltrafficdata.net

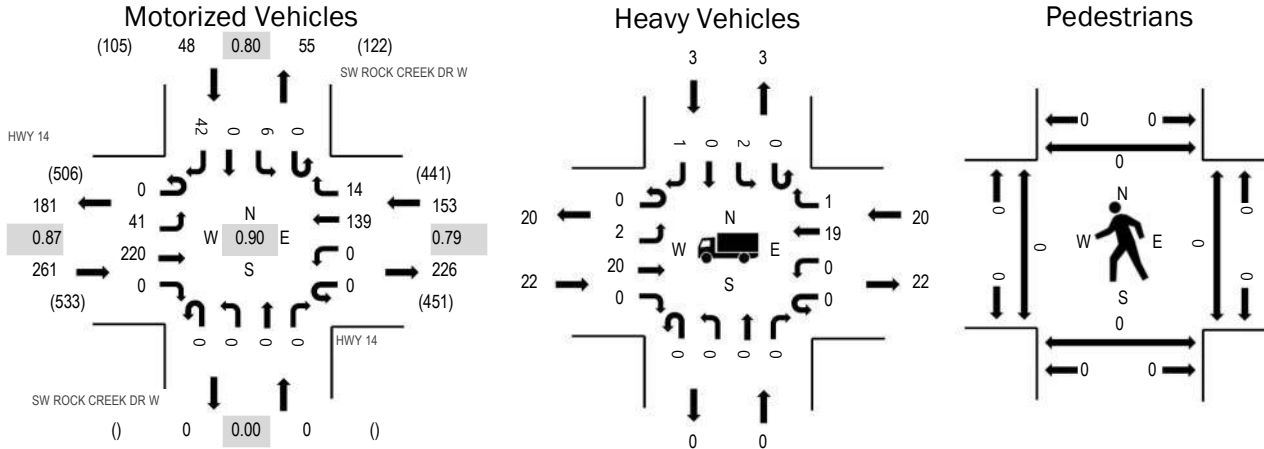
Location: 1 SW ROCK CREEK DR W & HWY 14 AM

Date: Thursday, July 15, 2021

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	8.4%	0.87
WB	13.1%	0.79
NB	0.0%	0.00
SB	6.3%	0.80
All	9.7%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				SW ROCK CREEK DR W Northbound				SW ROCK CREEK DR W Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	2	0	0	0	12	1	0	0	0	0	0	1	0	2	18	272
6:05 AM	0	1	6	0	0	0	17	0	0	0	0	0	0	0	0	0	24	281
6:10 AM	0	1	8	0	0	0	9	2	0	0	0	0	0	0	0	0	20	277
6:15 AM	0	0	5	0	0	0	11	1	0	0	0	0	0	0	0	0	17	284
6:20 AM	0	2	6	0	0	0	13	1	0	0	0	0	0	0	0	1	23	295
6:25 AM	0	3	9	0	0	0	7	0	0	0	0	0	0	0	0	4	23	297
6:30 AM	0	3	7	0	0	0	7	0	0	0	0	0	0	1	0	2	20	303
6:35 AM	0	4	7	0	0	0	15	3	0	0	0	0	0	0	0	2	31	309
6:40 AM	0	1	4	0	0	0	11	0	0	0	0	0	0	0	0	1	17	312
6:45 AM	0	3	3	0	0	0	17	0	0	0	0	0	0	1	0	3	27	321
6:50 AM	0	3	8	0	0	0	8	0	0	0	0	0	0	0	0	3	22	336
6:55 AM	0	1	11	0	0	0	14	0	0	0	0	0	0	2	0	2	30	345
7:00 AM	0	1	6	0	0	0	15	0	0	0	0	0	0	1	0	4	27	354
7:05 AM	0	1	6	0	0	0	9	0	0	0	0	0	0	0	0	4	20	369
7:10 AM	0	2	13	0	0	0	12	0	0	0	0	0	0	0	0	0	27	383
7:15 AM	0	1	12	0	0	0	13	0	0	0	0	0	0	1	0	1	28	397
7:20 AM	0	4	11	0	0	0	10	0	0	0	0	0	0	0	0	0	25	415
7:25 AM	0	4	15	0	0	0	8	0	0	0	0	0	0	0	0	2	29	429
7:30 AM	0	3	7	0	0	0	10	1	0	0	0	0	0	0	0	5	26	443
7:35 AM	0	4	14	0	0	0	15	0	0	0	0	0	0	0	0	1	34	445
7:40 AM	0	1	12	0	0	0	8	0	0	0	0	0	0	0	0	5	26	447
7:45 AM	0	3	20	0	0	0	16	1	0	0	0	0	0	1	0	1	42	460
7:50 AM	0	7	9	0	0	0	12	0	0	0	0	0	0	1	0	2	31	448
7:55 AM	0	5	18	0	0	0	12	0	0	0	0	0	0	1	0	3	39	462
8:00 AM	0	5	26	0	0	0	5	1	0	0	0	0	0	1	0	4	42	453
8:05 AM	0	1	16	0	0	0	14	1	0	0	0	0	0	0	0	2	34	
8:10 AM	0	3	24	0	0	0	7	3	0	0	0	0	0	0	0	4	41	
8:15 AM	0	4	21	0	0	0	13	0	0	0	0	0	0	1	0	7	46	

Location: 1 SW ROCK CREEK DR W & HWY 14 AM

8:20 AM	0	0	23	0	0	0	13	0	0	0	0	0	0	0	0	3	39
8:25 AM	0	3	14	0	0	0	21	2	0	0	0	0	0	0	0	3	43
8:30 AM	0	3	13	0	0	0	10	0	0	0	0	0	0	0	0	2	28
8:35 AM	0	3	16	0	0	0	10	1	0	0	0	0	0	1	0	5	36
8:40 AM	0	5	18	0	0	0	10	2	0	0	0	0	0	1	0	3	39
8:45 AM	0	2	9	0	0	0	15	1	0	0	0	0	0	1	0	2	30
8:50 AM	0	7	22	0	0	0	9	3	0	0	0	0	0	0	0	4	45
8:55 AM	0	3	15	0	0	0	8	1	0	0	0	0	0	0	0	3	30
Count Total	0	97	436	0	0	0	416	25	0	0	0	0	0	15	0	90	1,079
Peak Hour	0	41	220	0	0	0	139	14	0	0	0	0	0	6	0	42	462

Location: 1 SW ROCK CREEK DR W & HWY 14 AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	1	0	0	0	1	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	2	0	1	0	3	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	1	0	0	0	1	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	1	0	1	0	2	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	1	0	0	0	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	2	0	3	0	5	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	1	0	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	1	0	0	0	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	2	0	1	0	3	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	2	0	3	0	5	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	2	1	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	2	0	2	0	4	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	3	0	4	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	7	0	3	0	10	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	2	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	2	0	0	0	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	5	0	2	0	7	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	1	0	3	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	2	0	3	0	5	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	1	0	1	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	2	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	3	0	2	0	5	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	0	1	1	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	3	0	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	5	0	1	0	6	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	3	0	2	1	6	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	3	0	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	6	0	1	0	7	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	56	0	50	4	110	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	22	0	20	3	45	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 2 1ST ST & HWY 14 AM



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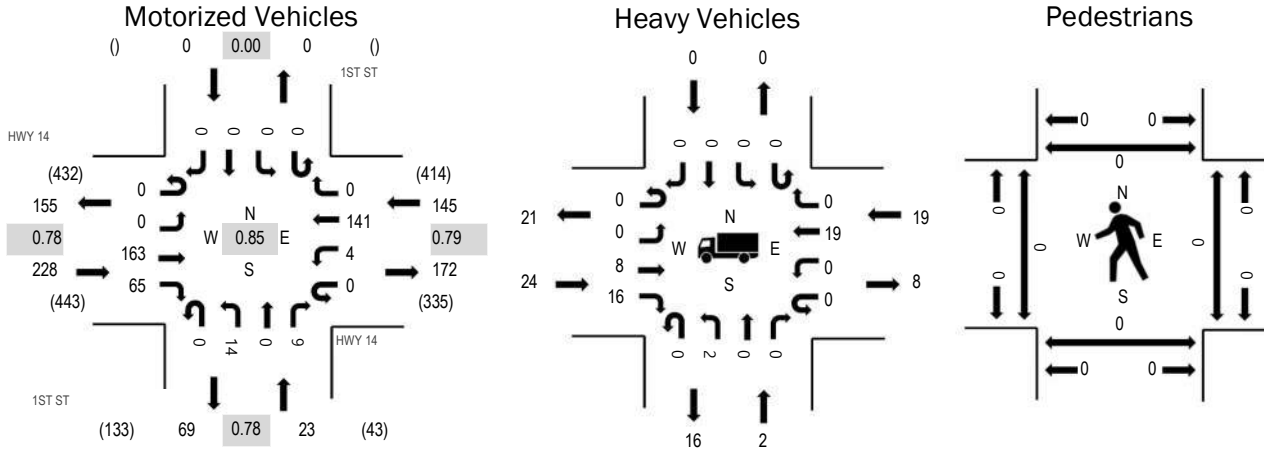
Location: 2 1ST ST & HWY 14 AM

Date: Thursday, July 15, 2021

Peak Hour: 07:50 AM - 08:50 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	10.5%	0.78
WB	13.1%	0.79
NB	8.7%	0.78
SB	0.0%	0.00
All	11.4%	0.85

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				1ST ST Northbound				1ST ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	1	1	0	0	13	0	0	2	0	0	0	0	0	0	17	222
6:05 AM	0	0	4	3	0	0	15	0	0	2	0	0	0	0	0	0	24	229
6:10 AM	0	0	5	0	0	0	8	0	0	2	0	0	0	0	0	0	15	216
6:15 AM	0	0	7	1	0	0	14	0	0	0	0	0	0	0	0	0	22	226
6:20 AM	0	0	5	3	0	0	2	0	0	0	0	0	0	0	0	0	10	231
6:25 AM	0	0	2	1	0	1	8	0	0	0	0	0	0	0	0	0	12	243
6:30 AM	0	0	10	2	0	0	7	0	0	1	0	0	0	0	0	0	20	255
6:35 AM	0	0	6	1	0	0	23	0	0	1	0	0	0	0	0	0	31	256
6:40 AM	0	0	3	1	0	0	11	0	0	0	0	0	0	0	0	0	15	243
6:45 AM	0	0	1	3	0	0	10	0	0	0	0	0	0	0	0	0	14	254
6:50 AM	0	0	6	2	0	0	7	0	0	1	0	1	0	0	0	0	17	268
6:55 AM	0	0	5	4	0	0	15	0	0	0	0	1	0	0	0	0	25	287
7:00 AM	0	0	7	2	0	0	15	0	0	0	0	0	0	0	0	0	24	285
7:05 AM	0	0	1	2	0	0	8	0	0	0	0	0	0	0	0	0	11	307
7:10 AM	0	0	8	4	0	0	13	0	0	0	0	0	0	0	0	0	25	319
7:15 AM	0	0	13	1	0	0	13	0	0	0	0	0	0	0	0	0	27	327
7:20 AM	0	0	7	5	0	0	10	0	0	0	0	0	0	0	0	0	22	341
7:25 AM	0	0	11	4	0	0	6	0	0	1	0	2	0	0	0	0	24	358
7:30 AM	0	0	6	2	0	0	12	0	0	1	0	0	0	0	0	0	21	370
7:35 AM	0	0	4	1	0	0	12	0	0	1	0	0	0	0	0	0	18	381
7:40 AM	0	0	11	4	0	1	10	0	0	0	0	0	0	0	0	0	26	386
7:45 AM	0	0	11	3	0	0	11	0	0	1	0	2	0	0	0	0	28	395
7:50 AM	0	0	14	8	0	1	12	0	0	0	0	1	0	0	0	0	36	396
7:55 AM	0	0	8	1	0	1	13	0	0	0	0	0	0	0	0	0	23	396
8:00 AM	0	0	29	9	0	0	6	0	0	1	0	1	0	0	0	0	46	393
8:05 AM	0	0	9	0	0	0	10	0	0	4	0	0	0	0	0	0	23	
8:10 AM	0	0	18	3	0	1	9	0	0	1	0	1	0	0	0	0	33	

Location: 2 1ST ST & HWY 14 AM

8:15 AM	0	0	18	8	0	0	13	0	0	0	0	2	0	0	0	0	41
8:20 AM	0	0	18	8	0	0	12	0	0	1	0	0	0	0	0	0	39
8:25 AM	0	0	8	4	0	0	21	0	0	3	0	0	0	0	0	0	36
8:30 AM	0	0	10	10	0	1	9	0	0	0	0	2	0	0	0	0	32
8:35 AM	0	0	8	3	0	0	10	0	0	1	0	1	0	0	0	0	23
8:40 AM	0	0	12	8	0	0	12	0	0	2	0	1	0	0	0	0	35
8:45 AM	0	0	11	3	0	0	14	0	0	1	0	0	0	0	0	0	29
8:50 AM	0	0	13	8	0	2	12	0	0	0	0	1	0	0	0	0	36
8:55 AM	0	0	9	1	0	1	9	0	0	0	0	0	0	0	0	0	20
Count Total	0	0	319	124	0	9	405	0	0	27	0	16	0	0	0	0	900
Peak Hour	0	0	163	65	0	4	141	0	0	14	0	9	0	0	0	0	396

Location: 2 1ST ST & HWY 14 AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	1	0	0	0	1	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	2	0	1	0	3	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	1	0	0	0	1	6:20 AM	0	0	1	0	1	6:20 AM	0	0	0	0	0
6:25 AM	0	0	1	0	1	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	1	0	0	0	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	3	0	3	0	6	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	1	0	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	1	0	0	0	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	1	0	0	0	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	3	0	4	0	7	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	1	0	1	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	2	0	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	3	0	0	0	3	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	2	0	1	0	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	1	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	2	0	0	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	0	3	0	5	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	3	0	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	2	1	1	0	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	3	0	2	0	5	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	0	1	0	3	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	2	0	3	0	5	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	2	0	0	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	3	0	2	0	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	4	1	2	0	7	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	3	0	1	0	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	4	0	0	0	4	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	51	3	37	0	91	Count Total	0	0	1	0	1	Count Total	0	0	0	0	0
Peak Hour	24	2	19	0	45	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 3 SW ROCK CREEK DR E & HWY 14 AM



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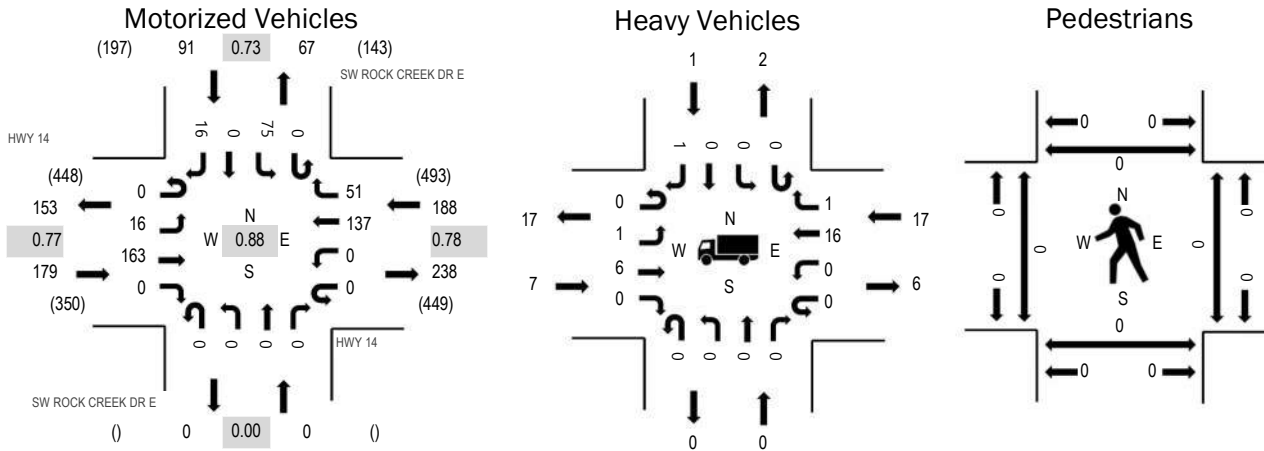
Location: 3 SW ROCK CREEK DR E & HWY 14 AM

Date: Thursday, July 15, 2021

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:10 AM - 08:25 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.9%	0.77
WB	9.0%	0.78
NB	0.0%	0.00
SB	1.1%	0.73
All	5.5%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				SW ROCK CREEK DR E Northbound				SW ROCK CREEK DR E Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	4	0	0	0	7	3	0	0	0	0	0	1	0	4	19	249
6:05 AM	0	0	4	0	0	0	14	0	0	0	0	0	0	1	0	3	22	257
6:10 AM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	2	10	253
6:15 AM	0	1	4	0	0	0	11	1	0	0	0	0	0	1	0	2	20	269
6:20 AM	0	2	4	0	0	0	11	1	0	0	0	0	0	1	0	1	20	278
6:25 AM	0	0	3	0	0	0	7	1	0	0	0	0	0	1	0	1	13	283
6:30 AM	0	1	9	0	0	0	6	1	0	0	0	0	0	0	0	1	18	302
6:35 AM	0	0	6	0	0	0	17	4	0	0	0	0	0	3	0	1	31	311
6:40 AM	0	1	3	0	0	0	10	3	0	0	0	0	0	4	0	0	21	304
6:45 AM	0	0	1	0	0	0	13	4	0	0	0	0	0	4	0	4	26	312
6:50 AM	0	1	5	0	0	0	8	4	0	0	0	0	0	0	0	1	19	315
6:55 AM	0	1	7	0	0	0	10	1	0	0	0	0	0	5	0	6	30	334
7:00 AM	0	2	8	0	0	0	13	0	0	0	0	0	0	2	0	2	27	333
7:05 AM	0	0	2	0	0	0	7	3	0	0	0	0	0	2	0	4	18	350
7:10 AM	0	0	6	0	0	0	10	5	0	0	0	0	0	4	0	1	26	361
7:15 AM	0	0	13	0	0	0	12	1	0	0	0	0	0	2	0	1	29	386
7:20 AM	0	2	7	0	0	0	9	1	0	0	0	0	0	4	0	2	25	392
7:25 AM	0	1	13	0	0	0	8	4	0	0	0	0	0	5	0	1	32	411
7:30 AM	0	3	5	0	0	0	10	6	0	0	0	0	0	1	0	2	27	423
7:35 AM	0	2	5	0	0	0	11	3	0	0	0	0	0	2	0	1	24	427
7:40 AM	0	0	11	0	0	0	8	2	0	0	0	0	0	5	0	3	29	434
7:45 AM	0	0	9	0	0	0	15	1	0	0	0	0	0	3	0	1	29	441
7:50 AM	0	4	12	0	0	0	13	4	0	0	0	0	0	4	0	1	38	451
7:55 AM	0	0	8	0	0	0	13	2	0	0	0	0	0	6	0	0	29	454
8:00 AM	0	2	24	0	0	0	6	4	0	0	0	0	0	7	0	1	44	458
8:05 AM	0	3	9	0	0	0	10	4	0	0	0	0	0	3	0	0	29	
8:10 AM	0	3	17	0	0	0	11	5	0	0	0	0	0	15	0	0	51	109

Location: 3 SW ROCK CREEK DR E & HWY 14 AM

8:15 AM	0	2	16	0	0	0	10	4	0	0	0	0	0	3	0	0	35
8:20 AM	0	0	20	0	0	0	13	8	0	0	0	0	0	3	0	0	44
8:25 AM	0	0	8	0	0	0	20	8	0	0	0	0	0	5	0	3	44
8:30 AM	0	1	11	0	0	0	9	3	0	0	0	0	0	5	0	2	31
8:35 AM	0	1	9	0	0	0	11	2	0	0	0	0	0	6	0	2	31
8:40 AM	0	1	14	0	0	0	13	3	0	0	0	0	0	5	0	0	36
8:45 AM	0	1	11	0	0	0	14	6	0	0	0	0	0	6	0	1	39
8:50 AM	0	2	14	0	0	0	10	3	0	0	0	0	0	7	0	5	41
8:55 AM	0	0	10	0	0	0	10	1	0	0	0	0	0	10	0	2	33
Count Total	0	37	313	0	0	0	387	106	0	0	0	0	0	136	0	61	1,040
Peak Hour	0	16	163	0	0	0	137	51	0	0	0	0	0	75	0	16	458

Location: 3 SW ROCK CREEK DR E & HWY 14 AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	1	0	0	1	2	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	1	0	1	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	1	0	0	0	1	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	1	0	1	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	1	0	0	0	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	2	0	3	0	5	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	2	0	2	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	1	0	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	1	0	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	1	0	3	2	6	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	1	0	1	1	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	4	0	4	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	1	1
7:10 AM	1	0	1	1	3	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	1	1
7:15 AM	0	0	2	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	0	2	0	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	1	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	2	0	1	0	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	3	2	5	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	3	0	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	1	1	8:00 AM	0	0	1	0	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	0	0
8:10 AM	0	0	2	0	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	2	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	2	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	2	1	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	2	0	3	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	2	0	3	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	3	0	3	0	6	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	20	0	47	9	76	Count Total	0	0	1	1	2	Count Total	0	0	1	2	3
Peak Hour	7	0	17	1	25	Peak Hour	0	0	1	1	2	Peak Hour	0	0	1	0	1

Location: 4 SW RUSSELL AVE & HWY 14 AM



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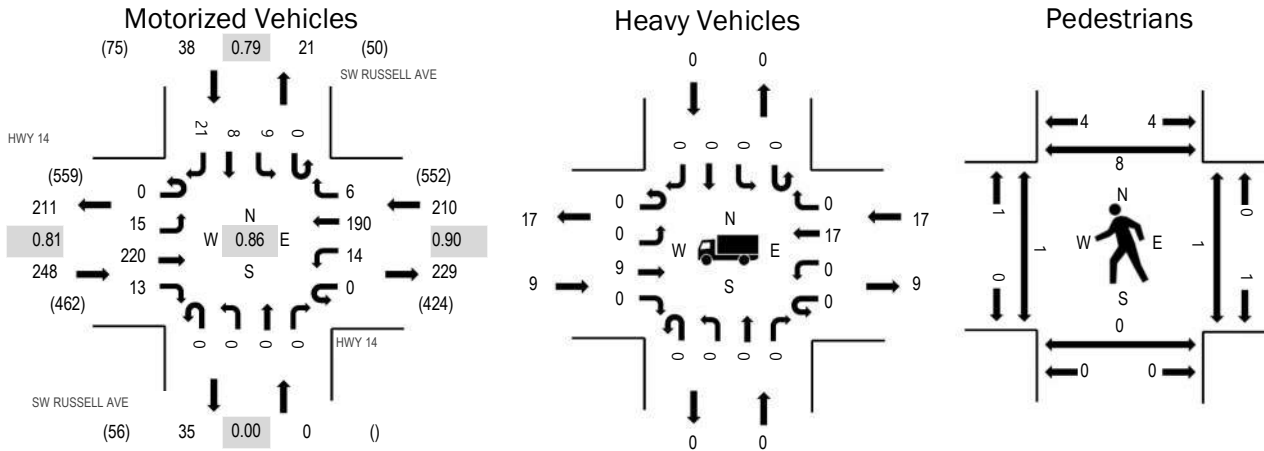
Location: 4 SW RUSSELL AVE & HWY 14 AM

Date: Thursday, July 15, 2021

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:10 AM - 08:25 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.81
WB	8.1%	0.90
NB	0.0%	0.00
SB	0.0%	0.79
All	5.2%	0.86

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				SW RUSSELL AVE Northbound				SW RUSSELL AVE Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
6:00 AM	0	0	3	1	0	0	12	0	0	0	0	0	0	0	0	0	1	17	250
6:05 AM	0	0	5	0	0	0	13	0	0	0	0	0	0	0	0	0	1	19	259
6:10 AM	0	1	3	0	0	1	8	0	0	0	0	0	0	0	0	0	1	14	258
6:15 AM	0	0	6	0	0	0	10	1	0	0	0	0	0	0	0	0	1	18	267
6:20 AM	0	0	4	0	0	0	13	0	0	0	0	0	0	1	0	1	1	19	282
6:25 AM	0	2	2	0	0	0	4	0	0	0	0	0	0	1	0	2	11	284	
6:30 AM	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0	1	17	308	
6:35 AM	0	0	10	1	0	1	23	0	0	0	0	0	0	1	0	2	38	315	
6:40 AM	0	0	7	0	0	0	19	0	0	0	0	0	0	0	1	0	27	300	
6:45 AM	0	1	5	0	0	0	14	1	0	0	0	0	0	0	0	1	22	299	
6:50 AM	0	1	4	0	0	0	20	0	0	0	0	0	0	0	0	0	25	313	
6:55 AM	0	1	10	0	0	0	9	0	0	0	0	0	0	0	1	2	23	334	
7:00 AM	0	0	8	0	0	0	15	2	0	0	0	0	0	0	0	1	26	343	
7:05 AM	0	0	7	0	0	0	10	0	0	0	0	0	0	0	0	1	18	355	
7:10 AM	0	0	8	0	0	0	13	1	0	0	0	0	0	0	0	1	23	373	
7:15 AM	0	1	13	0	0	0	15	2	0	0	0	0	0	0	0	2	33	404	
7:20 AM	0	1	8	0	0	0	10	0	0	0	0	0	0	1	0	1	21	412	
7:25 AM	0	2	12	2	0	1	16	1	0	0	0	0	0	0	0	1	35	440	
7:30 AM	0	1	6	0	0	2	13	1	0	0	0	0	0	0	0	1	24	443	
7:35 AM	0	0	7	1	0	1	14	0	0	0	0	0	0	0	0	0	23	450	
7:40 AM	0	2	11	1	0	0	10	0	0	0	0	0	0	0	0	2	26	459	
7:45 AM	0	1	12	0	0	2	18	0	0	0	0	0	0	1	0	2	36	482	
7:50 AM	0	1	17	1	0	3	21	1	0	0	0	0	0	0	0	2	46	490	
7:55 AM	0	3	14	1	0	0	10	1	0	0	0	0	0	2	0	1	32	490	
8:00 AM	0	1	20	0	0	0	15	1	0	0	0	0	0	0	0	1	38	496	
8:05 AM	0	1	10	0	0	1	18	2	0	0	0	0	0	1	2	1	36		
8:10 AM	0	1	32	0	0	0	19	0	0	0	0	0	0	0	0	2	54	112	

Location: 4 SW RUSSELL AVE & HWY 14 AM

8:15 AM	0	1	21	1	0	2	11	1	0	0	0	0	0	1	0	3	41
8:20 AM	0	0	20	1	0	1	23	0	0	0	0	0	0	2	0	2	49
8:25 AM	0	1	9	3	0	0	23	0	0	0	0	0	0	0	0	2	38
8:30 AM	0	2	14	1	0	3	7	0	0	0	0	0	0	2	0	2	31
8:35 AM	0	0	14	1	0	1	14	0	0	0	0	0	0	0	1	1	32
8:40 AM	0	2	23	0	0	2	19	0	0	0	0	0	0	0	1	2	49
8:45 AM	0	1	19	0	0	2	17	1	0	0	0	0	0	2	0	2	44
8:50 AM	0	2	20	3	0	1	15	1	0	0	0	0	0	1	1	2	46
8:55 AM	0	3	18	3	0	1	9	0	0	0	0	0	0	0	3	1	38
Count Total	0	33	408	21	0	25	510	17	0	0	0	0	0	16	10	49	1,089
Peak Hour	0	15	220	13	0	14	190	6	0	0	0	0	0	9	8	21	496

Location: 4 SW RUSSELL AVE & HWY 14 AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	1	0	0	0	1	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	1	0	0	0	1	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	1	0	1	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	1	0	0	0	1	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	1	0	1	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	3	0	1	0	4	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	2	0	2	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	1	0	3	0	4	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	3	0	1	0	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	2	0	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	2	0	0	0	2	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	1	1	7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1
7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	1	0	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	2	0	3	0	5	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	1	0	1	0	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1
7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	2	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	2	3
8:10 AM	1	0	2	0	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1
8:20 AM	0	0	4	0	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	1	1
8:25 AM	0	0	1	0	1	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	2	0	3	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	1	1
8:40 AM	1	0	3	0	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	3	0	1	0	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	1	2
8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	25	0	38	1	64	Count Total	0	0	0	0	0	Count Total	2	0	1	9	12
Peak Hour	9	0	17	0	26	Peak Hour	0	0	0	0	0	Peak Hour	1	0	1	8	10



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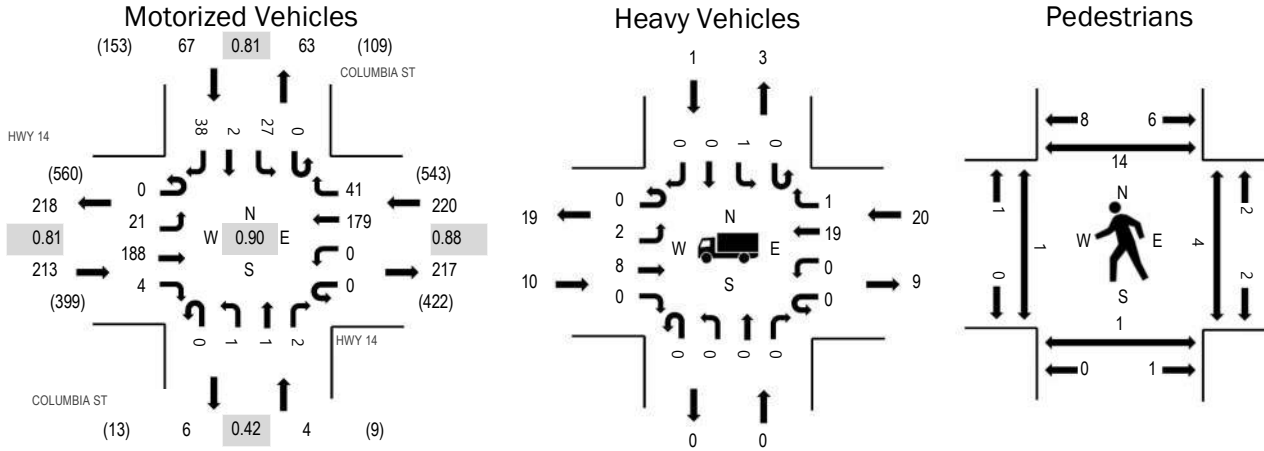
Location: 5 COLUMBIA ST & HWY 14 AM

Date: Thursday, July 15, 2021

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.7%	0.81
WB	9.1%	0.88
NB	0.0%	0.42
SB	1.5%	0.81
All	6.2%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				COLUMBIA ST Northbound				COLUMBIA ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	1	4	0	0	1	10	1	0	0	0	0	0	0	0	1	18	250
6:05 AM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	3	16	259
6:10 AM	0	0	2	0	0	0	8	0	0	0	0	1	0	2	0	2	15	267
6:15 AM	0	0	7	0	0	0	10	0	0	0	0	0	0	0	0	1	18	276
6:20 AM	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0	3	19	291
6:25 AM	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	9	294
6:30 AM	0	1	4	0	0	0	7	1	0	0	0	0	0	0	0	2	15	322
6:35 AM	0	0	8	0	0	0	18	0	0	0	0	0	0	1	0	6	33	328
6:40 AM	0	0	9	0	0	0	19	1	0	0	0	0	0	1	0	4	34	318
6:45 AM	0	0	3	0	0	0	15	3	0	0	0	0	0	2	0	1	24	314
6:50 AM	0	1	5	0	0	0	19	2	0	0	0	0	0	0	0	1	28	327
6:55 AM	0	0	6	0	0	0	7	3	0	0	0	0	0	4	0	1	21	342
7:00 AM	0	0	11	0	0	0	9	0	0	0	0	0	0	0	0	7	27	350
7:05 AM	0	3	5	0	0	0	8	2	0	0	0	0	0	3	1	2	24	371
7:10 AM	0	1	6	0	0	0	15	1	0	0	0	0	0	1	0	0	24	386
7:15 AM	0	0	11	0	0	0	17	2	0	0	0	0	0	1	0	2	33	407
7:20 AM	0	1	7	0	0	0	7	4	0	1	0	0	0	0	1	1	22	426
7:25 AM	0	0	11	0	0	0	13	7	0	0	0	0	0	2	0	4	37	442
7:30 AM	0	0	4	0	0	0	15	0	0	0	0	0	0	1	1	0	21	455
7:35 AM	0	0	6	0	0	1	11	2	0	0	0	0	0	2	0	1	23	465
7:40 AM	0	1	12	0	0	0	10	1	0	0	0	1	0	3	0	2	30	474
7:45 AM	0	0	13	0	0	0	19	1	0	0	0	0	0	0	0	4	37	478
7:50 AM	0	2	13	0	0	0	17	2	0	1	0	0	0	3	0	5	43	503
7:55 AM	0	2	11	0	0	0	7	4	0	0	0	0	0	2	0	3	29	504
8:00 AM	0	1	20	0	0	0	16	5	0	0	0	0	0	5	0	1	48	504
8:05 AM	0	1	12	1	0	0	14	4	0	0	0	0	0	1	0	6	39	
8:10 AM	0	1	17	0	0	0	19	5	0	0	0	1	0	1	0	1	45	

Location: 5 COLUMBIA ST & HWY 14 AM

8:15 AM	0	2	30	2	0	0	13	2	0	0	0	0	0	0	1	2	52
8:20 AM	0	1	10	0	0	0	19	3	0	0	0	0	0	0	0	5	38
8:25 AM	0	2	15	1	0	0	16	4	0	0	0	1	0	4	1	6	50
8:30 AM	0	0	12	0	0	0	11	3	0	0	0	0	0	4	0	1	31
8:35 AM	0	1	12	0	0	0	14	1	0	0	0	0	0	1	0	3	32
8:40 AM	0	1	13	0	0	0	14	3	0	0	0	0	0	0	0	3	34
8:45 AM	0	4	23	0	0	0	19	6	0	1	0	0	0	6	0	3	62
8:50 AM	0	5	13	0	0	0	17	1	0	0	1	0	0	3	0	4	44
8:55 AM	0	2	11	0	0	1	11	0	0	0	0	1	0	2	1	0	29
Count Total	0	34	361	4	0	3	466	74	0	3	1	5	0	56	6	91	1,104
Peak Hour	0	21	188	4	0	0	179	41	0	1	1	2	0	27	2	38	504

Location: 5 COLUMBIA ST & HWY 14 AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	2	0	0	0	2	6:00 AM	0	0	0	0	0	6:00 AM	0	0	1	0	1
6:05 AM	0	0	0	0	0	6:05 AM	0	0	1	0	1	6:05 AM	0	0	1	0	1
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	1	0	1	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	1	0	0	0	1	6:20 AM	0	0	1	0	1	6:20 AM	0	0	0	0	0
6:25 AM	0	0	1	0	1	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	1	0	1
6:35 AM	2	0	2	0	4	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	1	0	3	2	6	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	1	0	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	2	0	2	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	2	0	1	0	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	3	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	2	0	1	0	3	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	2	0	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	1	0	1
7:25 AM	0	0	1	1	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	2	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	1	0	2	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0
7:45 AM	3	0	4	0	7	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	2	0	2	7:50 AM	0	0	0	0	0	7:50 AM	1	0	1	0	2
7:55 AM	1	0	2	0	3	7:55 AM	0	0	0	0	0	7:55 AM	1	0	0	0	1
8:00 AM	1	0	2	1	4	8:00 AM	0	0	0	0	0	8:00 AM	0	1	2	0	3
8:05 AM	0	0	1	0	1	8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	2	2
8:10 AM	0	0	4	0	4	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	2	2
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	3	0	3	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	1	0	1	0	2	8:25 AM	2	0	0	0	2	8:25 AM	0	0	0	2	2
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0
8:35 AM	1	0	2	0	3	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	2	2
8:40 AM	0	0	3	0	3	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	2	2
8:45 AM	3	0	1	0	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	2	4	6
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	1	4	4	9
Count Total	26	0	48	4	78	Count Total	2	0	4	1	7	Count Total	2	2	13	18	35
Peak Hour	10	0	20	1	31	Peak Hour	2	0	1	1	4	Peak Hour	1	1	4	14	20

Location: 6 NE FRANK JOHNS RD & HWY 14 AM



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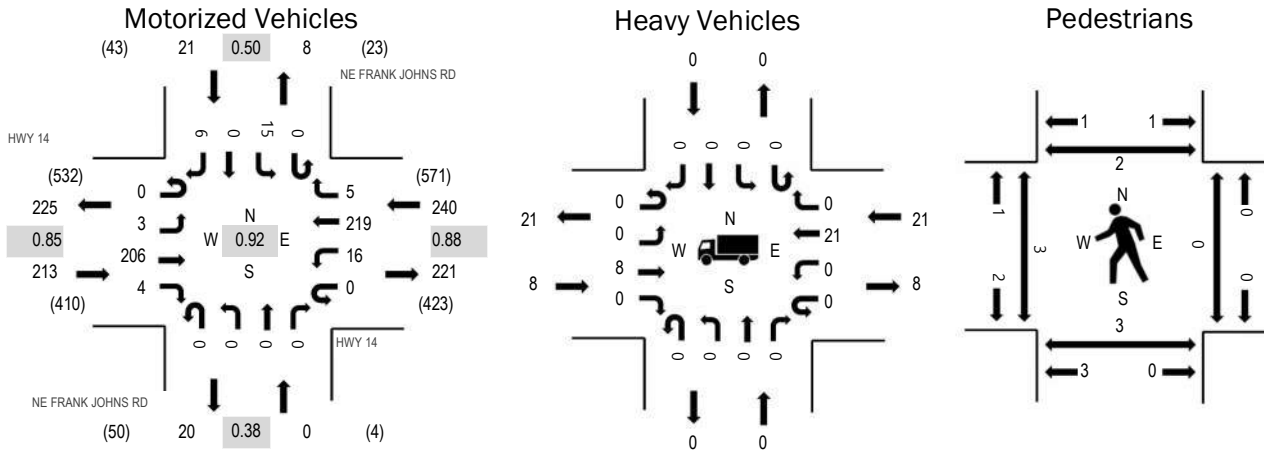
Location: 6 NE FRANK JOHNS RD & HWY 14 AM

Date: Thursday, July 15, 2021

Peak Hour: 07:50 AM - 08:50 AM

Peak 15-Minutes: 08:05 AM - 08:20 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.8%	0.85
WB	8.8%	0.88
NB	0.0%	0.38
SB	0.0%	0.50
All	6.1%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				NE FRANK JOHNS RD Northbound				NE FRANK JOHNS RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	4	0	0	0	15	0	0	0	0	0	0	0	0	0	19	233
6:05 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	1	0	0	12	237
6:10 AM	0	1	5	0	0	4	8	0	0	0	0	0	0	0	0	1	19	243
6:15 AM	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0	16	248
6:20 AM	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0	0	16	263
6:25 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	270
6:30 AM	0	0	4	0	0	0	10	0	0	0	0	0	0	0	0	0	14	292
6:35 AM	0	0	9	0	0	1	15	0	0	0	0	0	0	1	0	0	26	297
6:40 AM	0	0	10	0	0	1	21	1	0	0	0	0	0	0	0	0	33	301
6:45 AM	0	0	3	0	0	4	19	0	0	0	0	0	0	0	0	0	26	299
6:50 AM	0	0	5	0	0	0	17	1	0	0	1	0	0	0	1	0	25	311
6:55 AM	0	0	8	0	0	0	10	0	0	0	1	0	0	1	0	0	20	321
7:00 AM	0	0	11	0	0	2	7	2	0	0	0	0	0	0	0	1	23	329
7:05 AM	0	0	6	0	0	1	11	0	0	0	0	0	0	0	0	0	18	353
7:10 AM	0	0	7	0	0	1	16	0	0	0	0	0	0	0	0	0	24	369
7:15 AM	0	0	12	0	0	1	15	1	0	0	0	0	0	1	0	1	31	385
7:20 AM	0	0	7	0	0	3	12	0	0	0	1	0	0	0	0	0	23	409
7:25 AM	0	0	11	0	0	0	14	1	0	0	0	0	0	0	1	2	29	417
7:30 AM	0	0	5	0	0	1	13	0	0	0	0	0	0	0	0	0	19	431
7:35 AM	0	0	11	0	0	1	18	0	0	0	0	0	0	0	0	0	30	450
7:40 AM	0	2	15	0	0	0	12	0	0	0	0	0	0	2	0	0	31	451
7:45 AM	0	0	11	0	0	1	19	0	0	0	0	0	0	4	1	2	38	452
7:50 AM	0	0	14	0	0	0	18	0	0	0	0	0	0	2	0	1	35	474
7:55 AM	0	0	10	0	0	3	12	0	0	0	0	0	0	3	0	0	28	468
8:00 AM	0	0	24	2	0	0	19	0	0	0	0	0	0	2	0	0	47	466
8:05 AM	0	0	14	1	0	0	18	0	0	0	0	0	0	0	0	1	34	466
8:10 AM	0	1	17	0	0	0	21	0	0	0	0	0	0	0	0	1	40	466

Location: 6 NE FRANK JOHNS RD & HWY 14 AM

8:15 AM	0	0	31	0	0	2	21	0	0	0	0	0	0	1	0	0	55
8:20 AM	0	0	9	0	0	2	18	1	0	0	0	0	0	1	0	0	31
8:25 AM	0	0	18	0	0	1	22	1	0	0	0	0	0	0	0	1	43
8:30 AM	0	1	18	0	0	2	12	1	0	0	0	0	0	3	0	1	38
8:35 AM	0	0	12	0	0	0	17	2	0	0	0	0	0	0	0	0	31
8:40 AM	0	0	13	0	0	3	14	0	0	0	0	0	0	2	0	0	32
8:45 AM	0	1	26	1	0	3	27	0	0	0	0	0	0	1	0	1	60
8:50 AM	0	0	15	1	0	1	9	0	0	0	1	0	0	1	0	1	29
8:55 AM	0	0	10	2	0	1	11	2	0	0	0	0	0	0	0	0	26
Count Total	0	6	397	7	0	40	518	13	0	0	4	0	0	26	3	14	1,028
Peak Hour	0	3	206	4	0	16	219	5	0	0	0	0	0	15	0	6	474

Location: 6 NE FRANK JOHNS RD & HWY 14 AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	2	0	0	0	2	6:00 AM	0	0	0	0	0	6:00 AM	1	1	0	0	2
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	1	0	0	0	1
6:10 AM	0	0	0	0	0	6:10 AM	0	0	1	0	1	6:10 AM	0	0	0	0	0
6:15 AM	0	0	1	0	1	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	1	0	0	0	1	6:20 AM	0	0	1	0	1	6:20 AM	0	0	0	0	0
6:25 AM	0	0	1	0	1	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	2	0	2	0	4	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	1	0	4	0	5	6:40 AM	1	0	0	0	1	6:40 AM	0	0	0	0	0
6:45 AM	0	0	1	0	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	1	0	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	2	0	2	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	1	1
7:00 AM	4	0	2	0	6	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	2	0	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	2	2
7:10 AM	2	0	1	0	3	7:10 AM	0	0	1	0	1	7:10 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2	7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	3	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	2	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	2	0	3	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	3	3
7:45 AM	3	0	4	0	7	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	4	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	0	2	0	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	2	0	1	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	2	0	0	2
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	1	1	8:05 AM	1	0	0	1	2
8:10 AM	1	0	3	0	4	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	3	0	3	8:20 AM	0	0	0	0	0	8:20 AM	1	1	0	1	3
8:25 AM	0	0	1	0	1	8:25 AM	2	0	0	0	2	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	4	0	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	0	1
8:45 AM	3	0	1	0	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	3	0	0	0	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	4	4	8:55 AM	0	0	0	0	0
Count Total	30	0	50	0	80	Count Total	4	0	4	5	13	Count Total	5	4	0	11	20
Peak Hour	8	0	21	0	29	Peak Hour	2	0	0	1	3	Peak Hour	3	3	0	2	8

Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD AM



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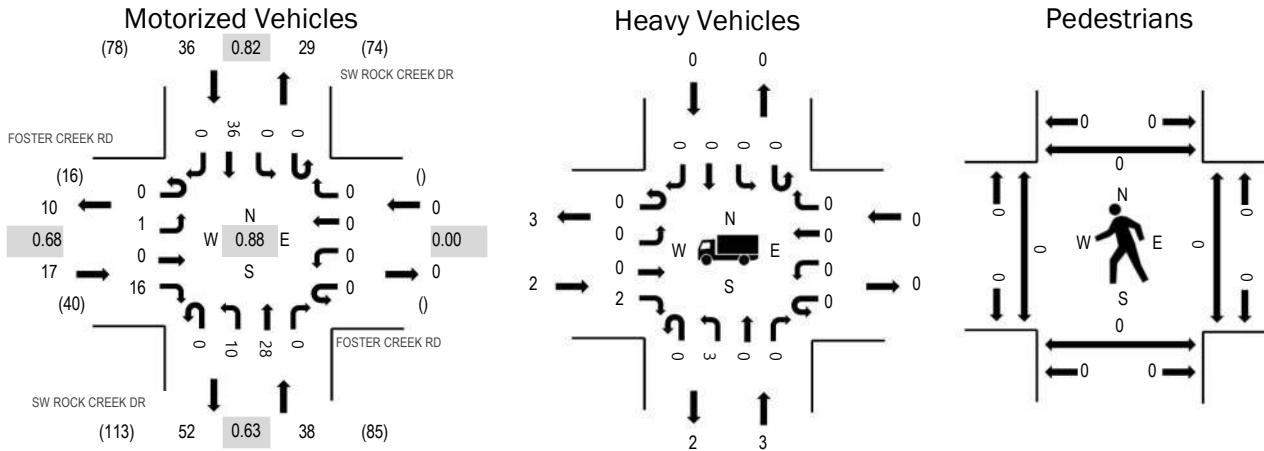
Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD AM

Date: Thursday, July 15, 2021

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	11.8%	0.68
WB	0.0%	0.00
NB	7.9%	0.63
SB	0.0%	0.82
All	5.5%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	FOSTER CREEK RD Eastbound				FOSTER CREEK RD Westbound				SW ROCK CREEK DR Northbound				SW ROCK CREEK DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	47
6:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	51
6:10 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	54
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
6:20 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	57
6:25 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	6	59
6:30 AM	0	0	0	1	0	0	0	0	0	1	3	0	0	0	2	1	8	61
6:35 AM	0	0	0	1	0	0	0	0	0	1	3	0	0	0	2	0	7	58
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	56
6:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	6	0	8	60
6:50 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	56
6:55 AM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	59
7:00 AM	0	1	0	2	0	0	0	0	0	0	2	0	0	0	3	0	8	65
7:05 AM	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4	64
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	69
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	74
7:20 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	80
7:25 AM	0	0	0	2	0	0	0	0	0	0	5	0	0	0	1	0	8	81
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	5	79
7:35 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	82
7:40 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	3	0	7	87
7:45 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	88
7:50 AM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	3	0	7	88
7:55 AM	0	0	0	1	0	0	0	0	0	1	5	0	0	0	2	0	9	90
8:00 AM	0	0	0	2	0	0	0	0	0	2	1	0	0	0	2	0	7	91
8:05 AM	0	1	0	0	0	0	0	0	0	2	1	0	0	0	5	0	9	
8:10 AM	0	0	0	2	0	0	0	0	0	1	2	0	0	0	2	0	7	

Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD AM

8:15 AM	0	0	0	4	0	0	0	0	0	0	1	0	0	0	4	0	9
8:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4
8:25 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8
8:35 AM	0	0	0	4	0	0	0	0	0	0	2	0	0	0	4	0	10
8:40 AM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	4	0	8
8:45 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4
8:50 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	3	0	9
8:55 AM	0	0	0	1	0	0	0	0	0	2	5	0	0	0	2	0	10
Count Total	0	4	0	36	0	0	0	0	0	15	70	0	0	0	77	1	203
Peak Hour	0	1	0	16	0	0	0	0	0	10	28	0	0	0	36	0	91

Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	1	0	0	1	2	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	1	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	3	4	0	2	9	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	2	3	0	0	5	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD AM



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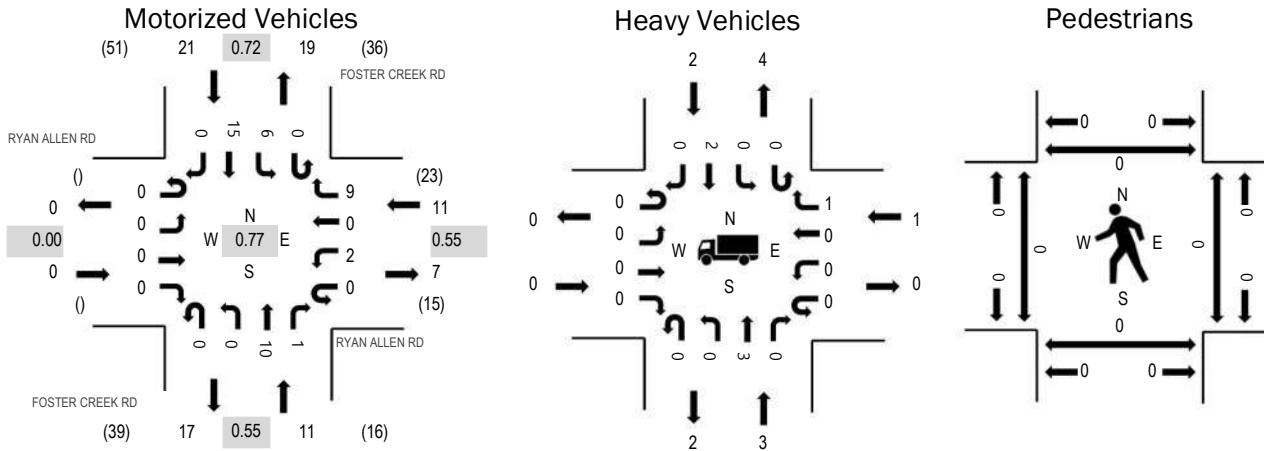
Location: 9 FOSTER CREEK RD & RYAN ALLEN RD AM

Date: Thursday, July 15, 2021

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:05 AM - 08:20 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	9.1%	0.55
NB	27.3%	0.55
SB	9.5%	0.72
All	14.0%	0.77

Traffic Counts - Motorized Vehicles

Interval Start Time	RYAN ALLEN RD Eastbound				RYAN ALLEN RD Westbound				FOSTER CREEK RD Northbound				FOSTER CREEK RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	22
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	28
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	29
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	28
6:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	4	28
6:35 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	25
6:40 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	25
6:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	5	27
6:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	24
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	25
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	26
7:05 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	5	27
7:10 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	26
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	36
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	37
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	37
7:40 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	4	39
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	37
7:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	40
7:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	43
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	42
8:05 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	4	43
8:10 AM	0	0	0	0	0	1	0	2	0	0	1	0	0	1	1	0	6	44

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD AM

8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	4
8:20 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
8:40 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	5
8:50 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	1	0	0	6
8:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Count Total	0	0	0	0	0	2	0	21	0	0	15	1	0	14	37	0	90
Peak Hour	0	0	0	0	0	2	0	9	0	0	10	1	0	6	15	0	43

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	1	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	1	0	0	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	2	0	2	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	1	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	1	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	1	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	1	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	1	0	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	1	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	4	5	6	15	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	3	1	2	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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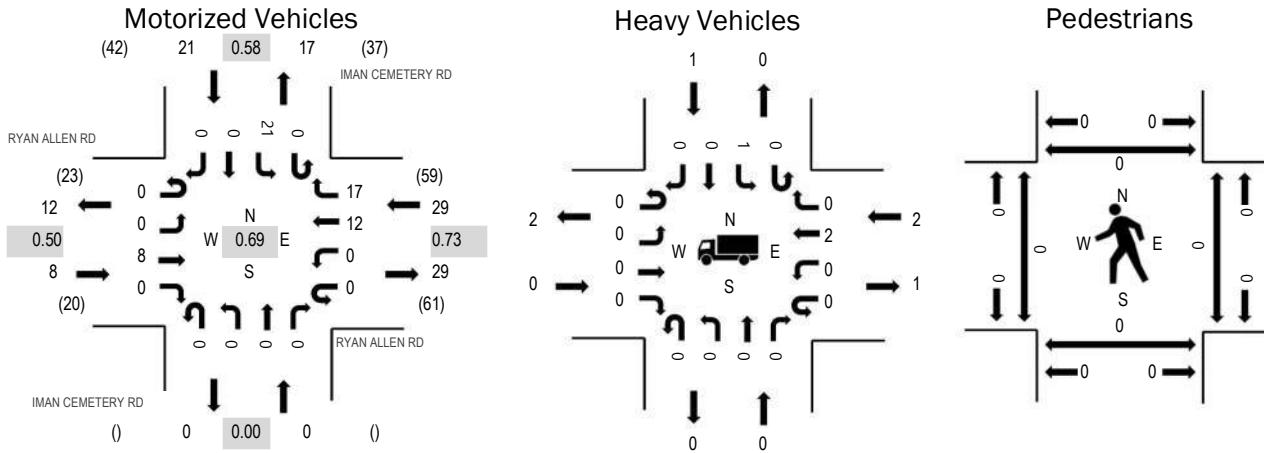
Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD AM

Date: Thursday, July 15, 2021

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:40 AM - 08:55 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	6.9%	0.73
NB	0.0%	0.00
SB	4.8%	0.58
All	5.2%	0.69

Traffic Counts - Motorized Vehicles

Interval Start Time	RYAN ALLEN RD Eastbound				RYAN ALLEN RD Westbound				IMAN CEMETERY RD Northbound				IMAN CEMETERY RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43
6:20 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	4	42
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	40
6:30 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	4	41
6:35 AM	0	0	0	0	0	0	2	3	0	0	0	0	0	2	0	0	0	7	40
6:40 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	4	37
6:45 AM	0	0	1	0	0	0	2	1	0	0	0	0	0	2	0	0	0	6	34
6:50 AM	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	5	33
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	31
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	4	30
7:05 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	28
7:10 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	31
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	37
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	38
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	41
7:35 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	46
7:40 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	44
7:45 AM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	47
7:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	3	47
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	58
8:05 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	1	0	0	0	6	
8:10 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	2	0	0	0	5	
8:15 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	4	

Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD AM

8:20 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3
8:25 AM	0	0	1	0	0	0	2	1	0	0	0	0	0	1	0	0	5
8:30 AM	0	0	0	0	0	0	1	4	0	0	0	0	0	3	0	0	8
8:35 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
8:40 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	4
8:45 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	5
8:50 AM	0	0	1	0	0	0	2	2	0	0	0	0	0	7	0	0	12
8:55 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
Count Total	0	1	19	0	0	0	23	36	0	0	0	0	0	42	0	0	121
Peak Hour	0	0	8	0	0	0	12	17	0	0	0	0	0	21	0	0	58

Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	1	0	0	0	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	1	0	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	1	0	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	1	0	0	0	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	2	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	1	0	1	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	4	0	6	1	11	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	0	2	1	3	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR AM



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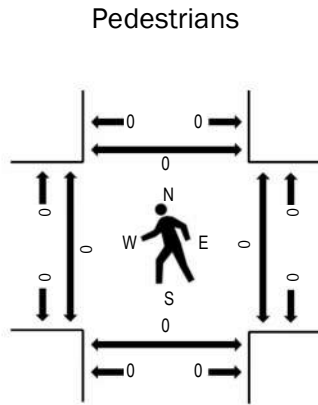
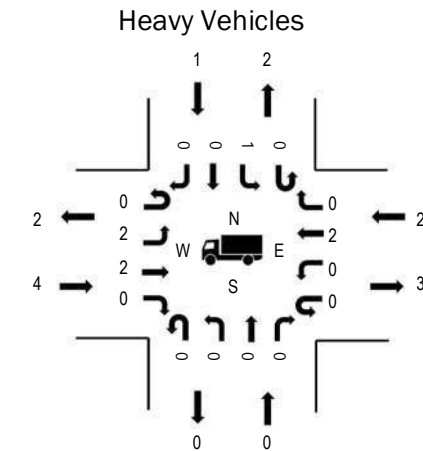
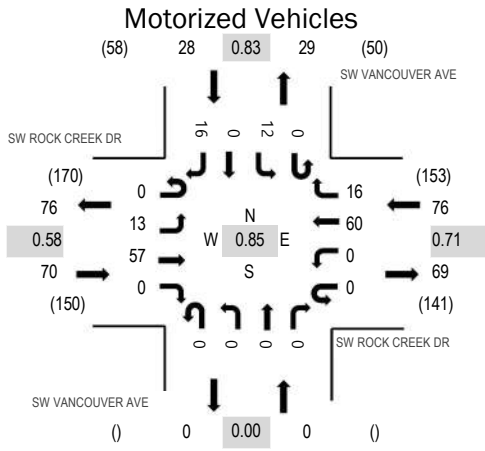
Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR AM

Date: Thursday, July 15, 2021

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:40 AM - 08:55 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.7%	0.58
WB	2.6%	0.71
NB	0.0%	0.00
SB	3.6%	0.83
All	4.0%	0.85

Traffic Counts - Motorized Vehicles

Interval Start Time	SW ROCK CREEK DR Eastbound				SW ROCK CREEK DR Westbound				SW VANCOUVER AVE Northbound				SW VANCOUVER AVE Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
	6:00 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	1			0
6:05 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	77
6:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	83
6:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	88
6:20 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	90
6:25 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9	91
6:30 AM	0	2	0	0	0	0	4	0	0	0	0	0	0	1	0	1	8	96	
6:35 AM	0	0	5	0	0	0	8	1	0	0	0	0	0	0	0	0	14	101	
6:40 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	4	97	
6:45 AM	0	1	1	0	0	0	7	0	0	0	0	0	0	0	0	0	9	98	
6:50 AM	0	0	6	0	0	0	1	1	0	0	0	0	0	0	0	1	9	97	
6:55 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	4	101	
7:00 AM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5	110	
7:05 AM	0	2	4	0	0	0	5	0	0	0	0	0	0	0	0	0	11	119	
7:10 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	121	
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	1	5	125	
7:20 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	1	7	143	
7:25 AM	0	1	2	0	0	0	8	0	0	0	0	0	0	0	0	3	14	148	
7:30 AM	0	0	2	0	0	0	8	0	0	0	0	0	0	1	0	2	13	148	
7:35 AM	0	2	4	0	0	0	3	0	0	0	0	0	0	1	0	0	10	148	
7:40 AM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	5	149	
7:45 AM	0	0	4	0	0	0	1	2	0	0	0	0	0	0	0	1	8	157	
7:50 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	2	13	170	
7:55 AM	0	2	7	0	0	0	1	1	0	0	0	0	0	2	0	0	13	174	
8:00 AM	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	4	14	173	
8:05 AM	0	1	3	0	0	0	7	0	0	0	0	0	0	0	0	2	13		
8:10 AM	0	0	1	0	0	0	5	2	0	0	0	0	0	1	0	1	10		

Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR AM

8:15 AM	0	4	4	0	0	0	7	5	0	0	0	0	0	1	0	2	23
8:20 AM	0	0	3	0	0	0	4	4	0	0	0	0	0	1	0	0	12
8:25 AM	0	0	4	0	0	0	7	1	0	0	0	0	0	1	0	1	14
8:30 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	3	0	2	13
8:35 AM	0	1	4	0	0	0	3	2	0	0	0	0	0	1	0	0	11
8:40 AM	0	1	5	0	0	0	4	0	0	0	0	0	0	1	0	2	13
8:45 AM	0	0	9	0	0	0	9	0	0	0	0	0	0	1	0	2	21
8:50 AM	0	4	9	0	0	0	3	1	0	0	0	0	0	0	0	0	17
8:55 AM	0	0	8	0	0	0	1	0	0	0	0	0	0	0	0	3	12
Count Total	0	29	121	0	0	0	132	21	0	0	0	0	0	20	0	38	361
Peak Hour	0	13	57	0	0	0	60	16	0	0	0	0	0	12	0	16	174

Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR AM

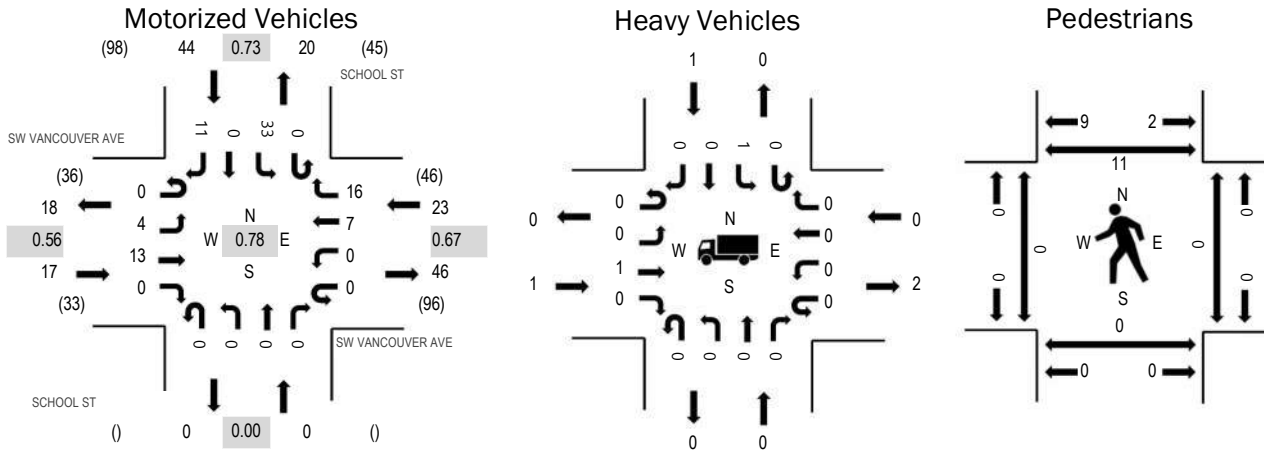
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	1	0	0	0	1	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	1	0	0	0	1	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	1	0	1	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	1	0	0	0	1	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	1	0	0	0	1	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	2	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	2	0	0	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	0	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	11	0	6	1	18	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	4	0	2	1	7	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.9%	0.56
WB	0.0%	0.67
NB	0.0%	0.00
SB	2.3%	0.73
All	2.4%	0.78

Traffic Counts - Motorized Vehicles

Interval Start Time	SW VANCOUVER AVE Eastbound				SW VANCOUVER AVE Westbound				SCHOOL ST Northbound				SCHOOL ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	1	2	0	0	0	0	1	0	0	0	0	0	1	0	0	5	37
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	34
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	36
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	38
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	39
6:25 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	2	5	38
6:30 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	1	0	0	5	38
6:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	4	38
6:40 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	38
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	45
6:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	50
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	55
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	56
7:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	64
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	69
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	69
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	70
7:25 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	0	5	74
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	5	76
7:35 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	4	80
7:40 AM	0	1	0	0	0	0	1	3	0	0	0	0	0	5	0	0	10	81
7:45 AM	0	1	0	0	0	0	1	1	0	0	0	0	0	4	0	0	7	76
7:50 AM	0	0	1	0	0	0	0	3	0	0	0	0	0	2	0	2	8	81
7:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	83
8:00 AM	0	1	1	0	0	0	1	2	0	0	0	0	0	5	0	0	10	84
8:05 AM	0	0	1	0	0	0	0	4	0	0	0	0	0	1	0	2	8	
8:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	

Location: 13 SCHOOL ST & SW VANCOUVER AVE AM

8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	4
8:20 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	1	7
8:25 AM	0	2	2	0	0	0	1	0	0	0	0	0	0	2	0	0	7
8:30 AM	0	0	2	0	0	0	0	2	0	0	0	0	0	4	0	1	9
8:35 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	2	5
8:40 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	5
8:45 AM	0	0	0	0	0	0	1	5	0	0	0	0	0	4	0	2	12
8:50 AM	0	0	1	0	0	0	0	3	0	0	0	0	0	6	0	0	10
8:55 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	4
Count Total	0	14	19	0	0	0	15	31	0	0	0	0	0	77	0	21	177
Peak Hour	0	4	13	0	0	0	7	16	0	0	0	0	0	33	0	11	84

Location: 13 SCHOOL ST & SW VANCOUVER AVE AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	2	2
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	4	4
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	4	4
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	1	1
Count Total	1	0	0	1	2	Count Total	0	0	0	0	0	Count Total	0	0	0	12	12
Peak Hour	1	0	0	1	2	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	11	11

Location: 14 HOMEWARD ST & SW VANCOUVER AVE AM



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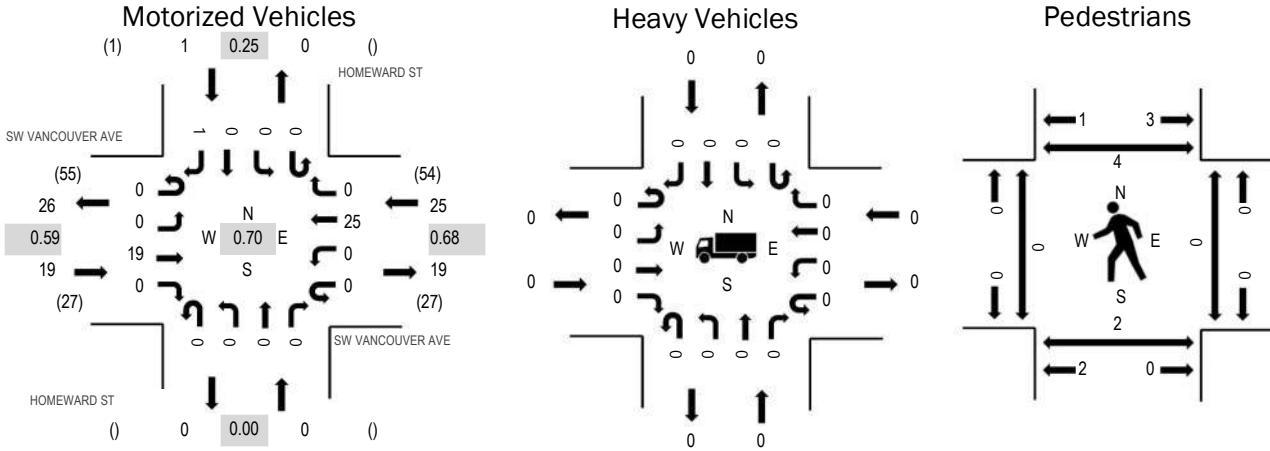
Location: 14 HOMEWARD ST & SW VANCOUVER AVE AM

Date: Thursday, July 15, 2021

Peak Hour: 07:40 AM - 08:40 AM

Peak 15-Minutes: 08:25 AM - 08:40 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.59
WB	0.0%	0.68
NB	0.0%	0.00
SB	0.0%	0.25
All	0.0%	0.70

Traffic Counts - Motorized Vehicles

Interval Start Time	SW VANCOUVER AVE Eastbound				SW VANCOUVER AVE Westbound				HOMEWARD ST Northbound				HOMEWARD ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
6:05 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
6:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
6:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	12
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
6:50 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26
6:55 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	30
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	33
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
7:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	43
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42
7:20 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	41
7:25 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	40
7:30 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	39
7:35 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	38
7:40 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	45
7:45 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	44
7:50 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	5	42
7:55 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	43
8:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	40
8:05 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	40
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40

Location: 14 HOMEWARD ST & SW VANCOUVER AVE AM

8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5
8:35 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9
8:40 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
8:50 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
8:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	27	0	0	0	54	0	0	0	0	0	0	0	0	1	82
Peak Hour	0	0	19	0	0	0	25	0	0	0	0	0	0	0	0	1	45

Location: 14 HOMEWARD ST & SW VANCOUVER AVE AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	1	0	0	1
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	1	0	0	1
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	1	0	0	1
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	1	0	1	2
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	1	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	2	2
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	4	4
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	4	5
Count Total	0	0	0	0	0	Count Total	0	0	0	0	0	Count Total	0	7	0	14	21
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	4	6

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE AM



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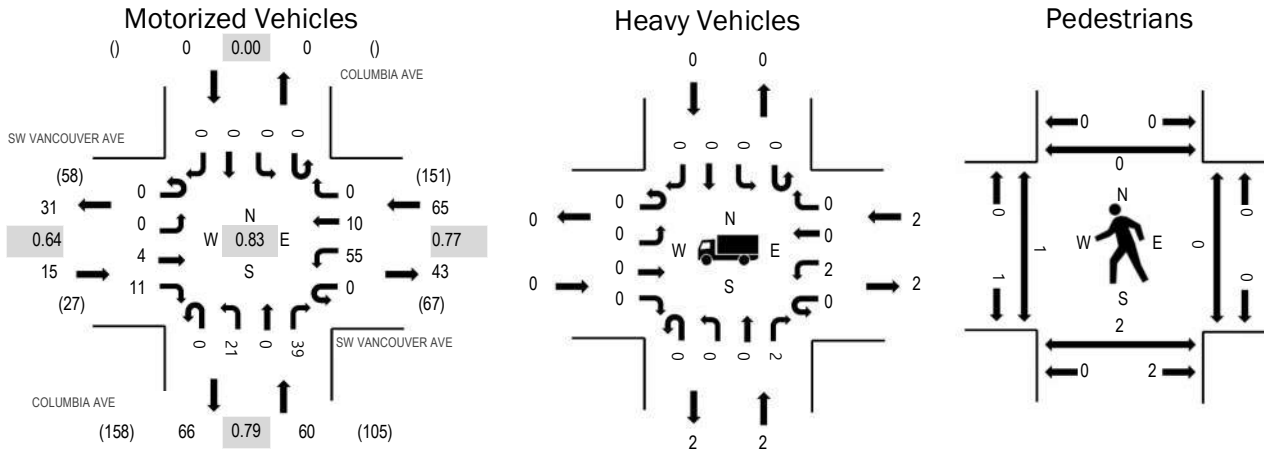
Location: 15 COLUMBIA AVE & SW VANCOUVER AVE AM

Date: Thursday, July 15, 2021

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:20 AM - 08:35 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.64
WB	3.1%	0.77
NB	3.3%	0.79
SB	0.0%	0.00
All	2.9%	0.83

Traffic Counts - Motorized Vehicles

Interval Start Time	SW VANCOUVER AVE Eastbound				SW VANCOUVER AVE Westbound				COLUMBIA AVE Northbound				COLUMBIA AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	1	0	0	0	3	0	1	0	0	0	0	5	54
6:05 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	56
6:10 AM	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5	63
6:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	63
6:20 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	66
6:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	73
6:30 AM	0	0	0	0	0	4	0	0	0	1	0	1	0	0	0	0	6	83
6:35 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7	80
6:40 AM	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	4	78
6:45 AM	0	0	0	0	0	2	0	0	0	1	0	2	0	0	0	0	5	83
6:50 AM	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	4	86
6:55 AM	0	0	0	0	0	6	0	0	0	1	0	2	0	0	0	0	9	93
7:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7	98
7:05 AM	0	0	0	1	0	5	0	0	0	1	0	3	0	0	0	0	10	107
7:10 AM	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	5	106
7:15 AM	0	0	0	2	0	1	0	0	0	0	0	2	0	0	0	0	5	108
7:20 AM	0	0	0	0	0	5	0	0	0	4	0	1	0	0	0	0	10	110
7:25 AM	0	0	0	0	0	4	1	0	0	5	0	1	0	0	0	0	11	109
7:30 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	119
7:35 AM	0	0	0	1	0	1	1	0	0	1	0	1	0	0	0	0	5	128
7:40 AM	0	0	0	2	0	5	0	0	0	0	0	2	0	0	0	0	9	128
7:45 AM	0	0	0	2	0	4	1	0	0	1	0	0	0	0	0	0	8	127
7:50 AM	0	0	0	1	0	5	0	0	0	3	0	2	0	0	0	0	11	137
7:55 AM	0	0	0	1	0	5	2	0	0	1	0	5	0	0	0	0	14	140
8:00 AM	0	0	2	2	0	3	2	0	0	4	0	3	0	0	0	0	16	131
8:05 AM	0	0	0	0	0	4	1	0	0	0	0	4	0	0	0	0	9	
8:10 AM	0	0	0	0	0	1	0	0	0	2	0	4	0	0	0	0	7	

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE AM

8:15 AM	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0	7
8:20 AM	0	0	1	1	0	3	1	0	0	0	0	3	0	0	0	0	9
8:25 AM	0	0	1	1	0	11	1	0	0	2	0	5	0	0	0	0	21
8:30 AM	0	0	0	3	0	3	2	0	0	3	0	1	0	0	0	0	12
8:35 AM	0	0	0	1	0	3	0	0	0	1	0	0	0	0	0	0	5
8:40 AM	0	0	0	1	0	5	0	0	0	2	0	0	0	0	0	0	8
8:45 AM	0	0	0	1	0	6	1	0	0	5	0	5	0	0	0	0	18
8:50 AM	0	0	0	0	0	7	0	0	0	1	0	6	0	0	0	0	14
8:55 AM	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	5
Count Total	0	0	4	23	0	135	16	0	0	42	0	63	0	0	0	0	283
Peak Hour	0	0	4	11	0	55	10	0	0	21	0	39	0	0	0	0	140

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	1	0	0	0	1
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	1	0	0	1
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	1	0	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	1	0	0	0	1
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	0	1
7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	0	1
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	3	4	0	7	Count Total	0	0	1	0	1	Count Total	3	3	1	0	7
Peak Hour	0	2	2	0	4	Peak Hour	0	0	1	0	1	Peak Hour	1	2	0	0	3

Location: 16 KANAKA CREEK RD & LOOP RD AM



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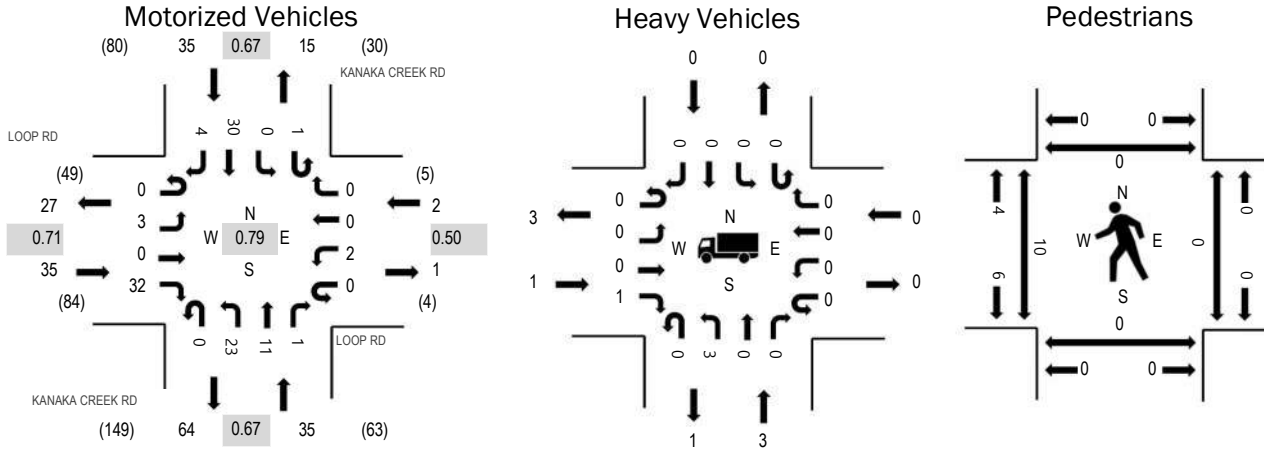
Location: 16 KANAKA CREEK RD & LOOP RD AM

Date: Thursday, July 15, 2021

Peak Hour: 07:50 AM - 08:50 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.9%	0.71
WB	0.0%	0.50
NB	8.6%	0.67
SB	0.0%	0.67
All	3.7%	0.79

Traffic Counts - Motorized Vehicles

Interval Start Time	LOOP RD Eastbound				LOOP RD Westbound				KANAKA CREEK RD Northbound				KANAKA CREEK RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	48
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	52
6:10 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	59
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	4	61
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	60
6:25 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	64
6:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	71
6:35 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	7	73
6:40 AM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3	68
6:45 AM	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	1	1	6	72
6:50 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	1	5	72
6:55 AM	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	2	0	9	76
7:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	78
7:05 AM	0	1	0	3	0	0	0	0	0	0	0	3	0	0	0	2	1	10	84
7:10 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	1	0	5	82
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	83
7:20 AM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	2	0	6	86
7:25 AM	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	1	1	8	92
7:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	5	100
7:35 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	101
7:40 AM	0	0	0	4	0	0	0	0	0	0	1	0	1	0	0	1	0	7	102
7:45 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	6	102
7:50 AM	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	4	0	9	107
7:55 AM	0	1	0	4	0	0	0	0	0	0	4	0	0	0	0	2	0	11	106
8:00 AM	0	0	0	4	0	0	0	0	0	0	3	1	0	0	0	3	1	12	106
8:05 AM	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	2	0	8	
8:10 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	6	

Location: 16 KANAKA CREEK RD & LOOP RD AM

8:15 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	2	1	6
8:20 AM	0	0	0	4	0	0	0	0	0	3	1	0	1	0	3	0	12
8:25 AM	0	0	0	4	0	0	0	0	0	3	2	1	0	0	5	1	16
8:30 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	6
8:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
8:40 AM	0	1	0	2	0	1	0	0	0	0	0	0	0	0	3	0	7
8:45 AM	0	0	0	3	0	0	0	0	0	1	3	0	0	0	3	1	11
8:50 AM	0	1	0	3	0	0	0	0	0	0	1	0	0	0	3	0	8
8:55 AM	0	0	0	2	0	0	0	2	0	2	2	1	0	0	2	0	11
Count Total	0	7	0	77	0	3	0	2	0	40	20	3	1	1	69	9	232
Peak Hour	0	3	0	32	0	2	0	0	0	23	11	1	1	0	30	4	107

Location: 16 KANAKA CREEK RD & LOOP RD AM

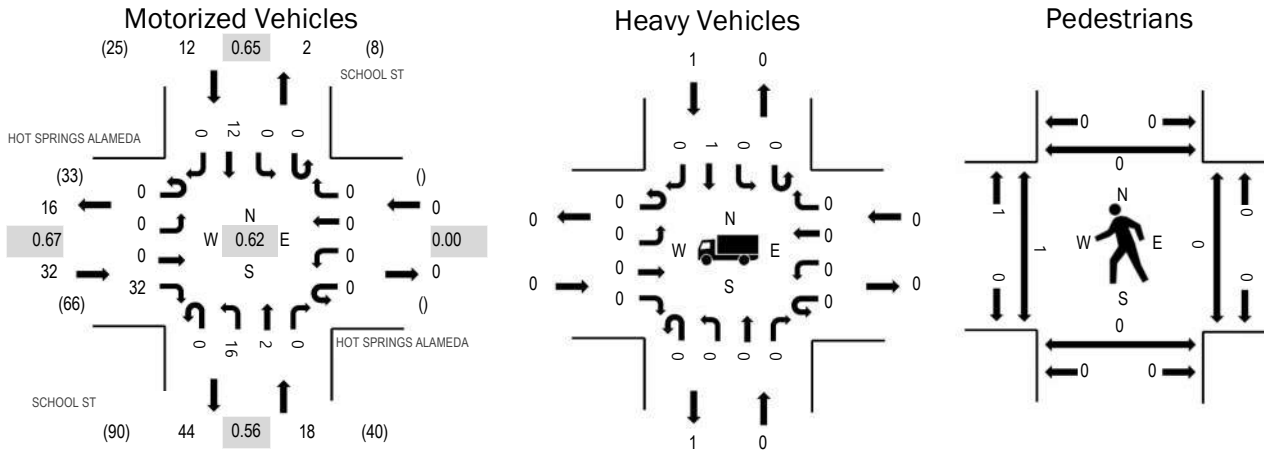
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	1	0	0	0	1
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	1	0	0	0	1	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	1	0	0	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	2	0	0	0	2
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	2	0	0	0	2
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	4	0	0	0	4
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	2	0	0	0	2
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	3	0	0	0	3
Count Total	3	3	0	0	6	Count Total	0	0	0	0	0	Count Total	19	0	0	0	19
Peak Hour	1	3	0	0	4	Peak Hour	0	0	0	0	0	Peak Hour	10	0	0	0	10



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.67
WB	0.0%	0.00
NB	0.0%	0.56
SB	8.3%	0.65
All	1.6%	0.62

Traffic Counts - Motorized Vehicles

Interval Start Time	HOT SPRINGS ALAMEDA Eastbound				HOT SPRINGS ALAMEDA Westbound				SCHOOL ST Northbound				SCHOOL ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3	25
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	23
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26
6:20 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4	29
6:25 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	3	27
6:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	27
6:35 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	28
6:40 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	28
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	30
6:50 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	38
6:55 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	41
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44
7:05 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	49
7:10 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	53
7:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	4	53
7:20 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	53
7:25 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	55
7:30 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	4	55
7:35 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	58
7:40 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	58
7:45 AM	0	0	0	2	0	0	0	0	0	5	0	0	0	0	1	1	9	56
7:50 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	5	57
7:55 AM	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	5	59
8:00 AM	0	0	0	4	0	0	0	0	0	0	1	0	0	0	1	0	6	62
8:05 AM	0	0	0	1	0	0	0	0	0	3	0	0	0	0	1	0	5	
8:10 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	3	

Location: 17 SCHOOL ST & HOT SPRINGS ALAMEDA AM

8:15 AM	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
8:20 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
8:25 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3
8:30 AM	0	0	0	4	0	0	0	0	0	1	0	0	0	0	2	0	7
8:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
8:40 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	3	0	0	0	0	0	4	0	0	0	0	3	0	10
8:50 AM	0	0	0	1	0	0	0	0	0	3	1	0	0	0	2	0	7
8:55 AM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	0	0	66	0	0	0	0	0	32	8	0	0	0	24	1	131
Peak Hour	0	0	0	32	0	0	0	0	0	16	2	0	0	0	12	0	62

Location: 17 SCHOOL ST & HOT SPRINGS ALAMEDA AM

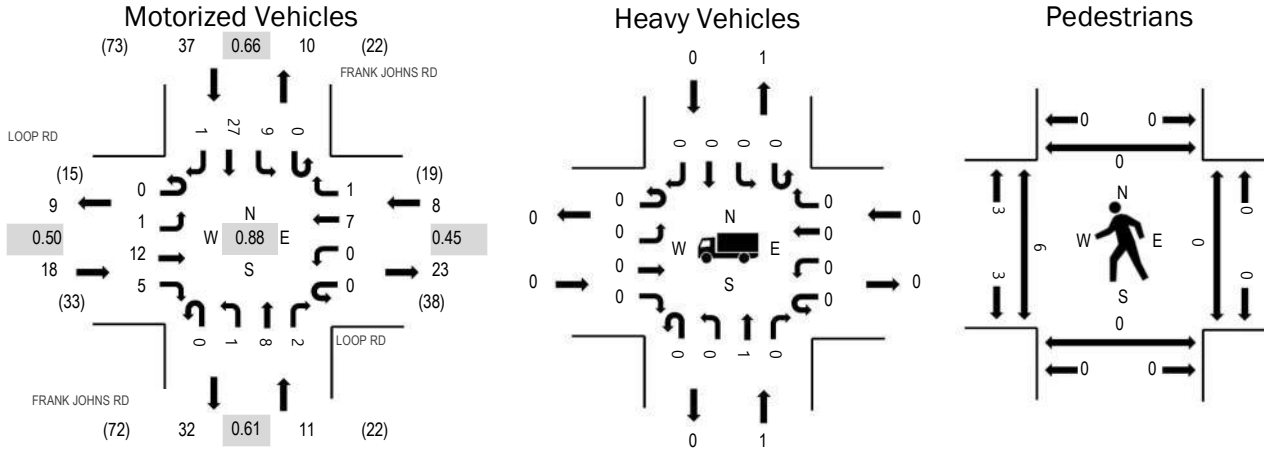
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	1	1
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	0	0	1	1	Count Total	0	0	0	0	0	Count Total	1	0	0	2	3
Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.45
NB	9.1%	0.61
SB	0.0%	0.66
All	1.4%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	LOOP RD Eastbound				LOOP RD Westbound				FRANK JOHNS RD Northbound				FRANK JOHNS RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	25
6:05 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	3	29
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	29
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	29
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	29
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	33
6:35 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	3	34
6:40 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33
6:45 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	4	38
6:50 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42
6:55 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	46
7:00 AM	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2	0	5	49
7:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	53
7:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	54
7:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	3	57
7:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	60
7:25 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	4	63
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	69
7:35 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	71
7:40 AM	0	0	2	1	0	0	1	1	0	0	0	0	0	1	0	0	6	74
7:45 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	3	2	0	8	72
7:50 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	73
7:55 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0	6	73
8:00 AM	0	0	2	0	0	0	0	0	0	0	2	1	0	0	4	0	9	73
8:05 AM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	4	
8:10 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	1	0	0	5	

Location: 18 FRANK JOHNS RD & LOOP RD AM

8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	6
8:20 AM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	5
8:25 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	6	0	10
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	0	4
8:35 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	5
8:40 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	4
8:45 AM	0	0	4	0	0	1	1	0	0	0	0	0	0	0	3	0	9
8:50 AM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	3	0	6
8:55 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	1	0	6
Count Total	0	1	22	10	0	4	11	4	0	3	17	2	0	14	58	1	147
Peak Hour	0	1	12	5	0	0	7	1	0	1	8	2	0	9	27	1	74

Location: 18 FRANK JOHNS RD & LOOP RD AM

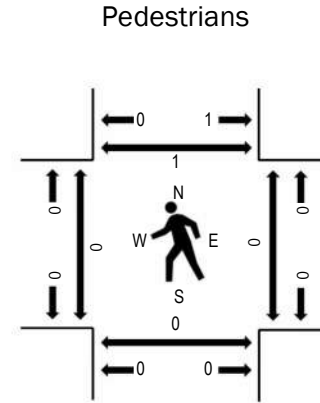
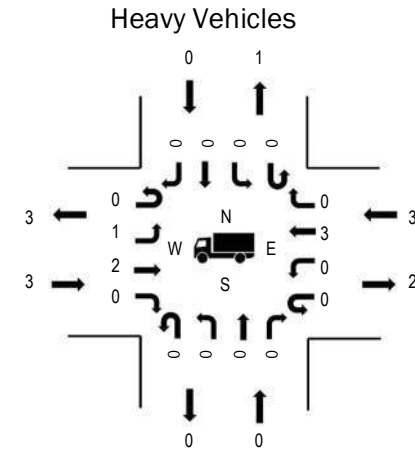
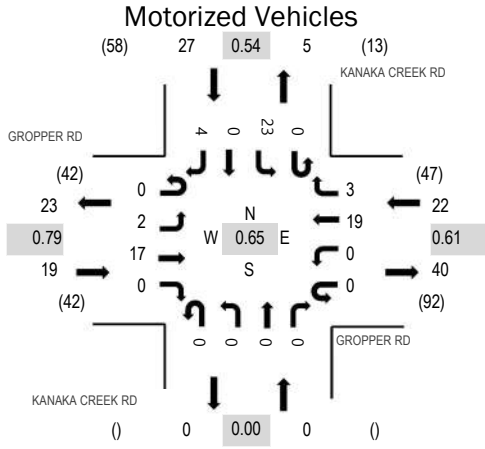
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	1	0	0	0	1
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	2	0	0	0	2
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	1	0	0	1	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	5	0	0	0	5
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	1	0	0	1	Count Total	0	0	0	0	0	Count Total	9	0	0	0	9
Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	6	0	0	0	6



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	15.8%	0.79
WB	13.6%	0.61
NB	0.0%	0.00
SB	0.0%	0.54
All	8.8%	0.65

Traffic Counts - Motorized Vehicles

Interval Start Time	GROPPER RD Eastbound				GROPPER RD Westbound				KANAKA CREEK RD Northbound				KANAKA CREEK RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	37
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	37
6:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	40
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	49
6:30 AM	0	0	1	0	0	0	1	3	0	0	0	0	0	2	0	1	8	49
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	45
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	43
6:45 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	45
6:50 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	44
6:55 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	1	0	0	8	45
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	3	44
7:05 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	47
7:10 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	46
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	4	49
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	50
7:25 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	59
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	4	65
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	64
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	65
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	64
7:50 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	1	6	68
7:55 AM	0	0	2	0	0	0	1	1	0	0	0	0	0	3	0	0	7	67
8:00 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	2	0	0	6	66
8:05 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	65
8:10 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	64

Location: 20 KANAKA CREEK RD & GROPPER RD AM

8:15 AM	0	1	1	0	0	0	1	1	0	0	0	0	0	1	0	0	5
8:20 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	6	0	1	12
8:25 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	3	0	1	9
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
8:40 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	4	0	0	7
8:50 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	2	0	0	5
8:55 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	6
Count Total	0	2	40	0	0	0	36	11	0	0	0	0	0	52	0	6	147
Peak Hour	0	2	17	0	0	0	19	3	0	0	0	0	0	23	0	4	68

Location: 20 KANAKA CREEK RD & GROPPER RD AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	1	0	0	0	1
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	1	1	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	1	0	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	1	0	1	7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	1	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	1	0	1	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	4	0	4	1	9	Count Total	1	0	2	0	3	Count Total	1	0	0	1	2
Peak Hour	3	0	3	0	6	Peak Hour	1	0	1	0	2	Peak Hour	0	0	0	1	1

Location: 21 NW CHESSER RD & GROPPER RD AM



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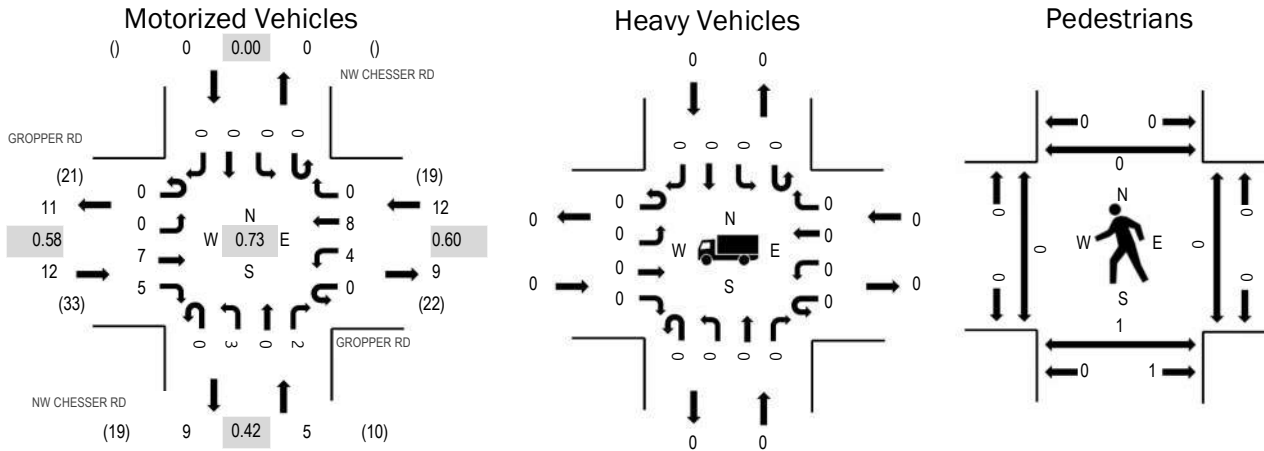
Location: 21 NW CHESSER RD & GROPPER RD AM

Date: Thursday, July 15, 2021

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.58
WB	0.0%	0.60
NB	0.0%	0.42
SB	0.0%	0.00
All	0.0%	0.73

Traffic Counts - Motorized Vehicles

Interval Start Time	GROPPER RD Eastbound				GROPPER RD Westbound				NW CHESSER RD Northbound				NW CHESSER RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
6:10 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:30 AM	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3	21
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
6:40 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20
6:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19
6:50 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	22
6:55 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	21
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20
7:05 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	19
7:10 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	18
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
7:25 AM	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	4	24
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	24
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:45 AM	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	4	27
7:50 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	24
7:55 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
8:05 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:10 AM	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0	0	5	

Location: 21 NW CHESSER RD & GROPPER RD AM

8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:20 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
8:25 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:35 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
8:40 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	3
8:55 AM	0	0	1	2	0	0	2	0	0	1	0	0	0	0	0	0	6
Count Total	0	0	19	14	0	5	14	0	0	7	0	3	0	0	0	0	62
Peak Hour	0	0	7	5	0	4	8	0	0	3	0	2	0	0	0	0	29

Location: 21 NW CHESSER RD & GROPPER RD AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0	6:00 AM	0	0	0	0	0
6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0	6:05 AM	0	0	0	0	0
6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0	6:10 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0	6:15 AM	0	0	0	0	0
6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0	6:20 AM	0	0	0	0	0
6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0	6:25 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0	6:30 AM	0	0	0	0	0
6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0	6:35 AM	0	0	0	0	0
6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0	6:40 AM	0	0	0	0	0
6:45 AM	0	0	1	0	1	6:45 AM	0	0	0	0	0	6:45 AM	0	0	0	0	0
6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0	6:50 AM	0	0	0	0	0
6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0	6:55 AM	0	0	0	0	0
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	2	0	0	2
7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	1	1	0	0	2
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	0	1
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	1	0	1	0	2	Count Total	0	0	1	0	1	Count Total	1	5	0	0	6
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	0	1

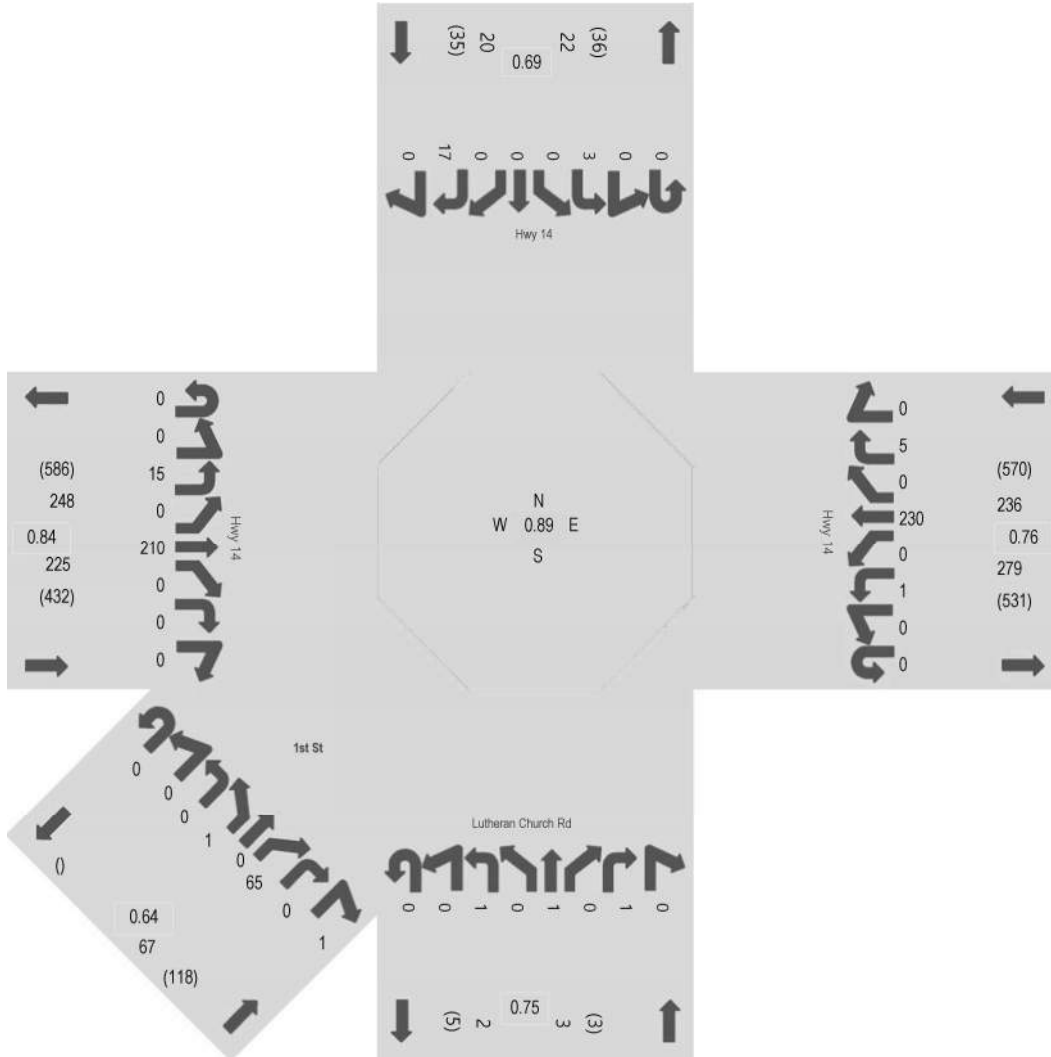
Location: 7 Lutheran Church Rd & Hwy 14 AM

Date: Thursday, July 15, 2021

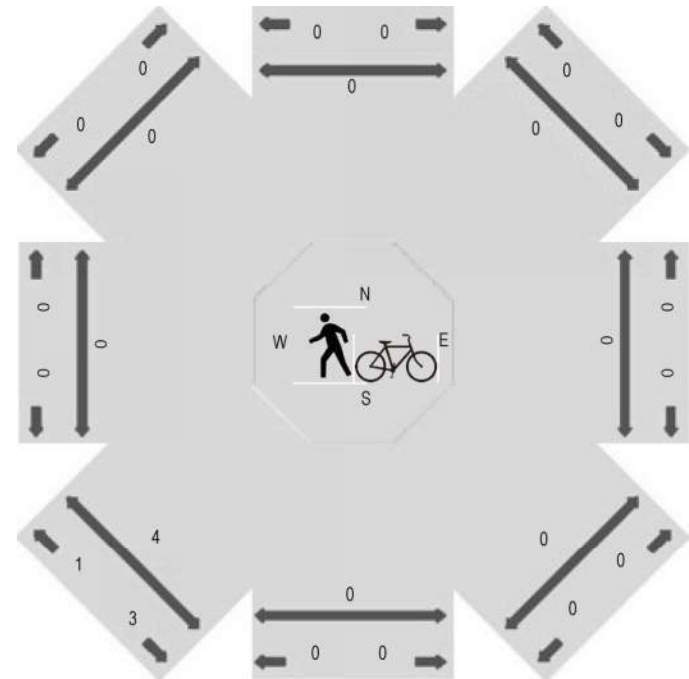
Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:35 AM - 08:50 AM

Peak Hour - Motorized Vehicles



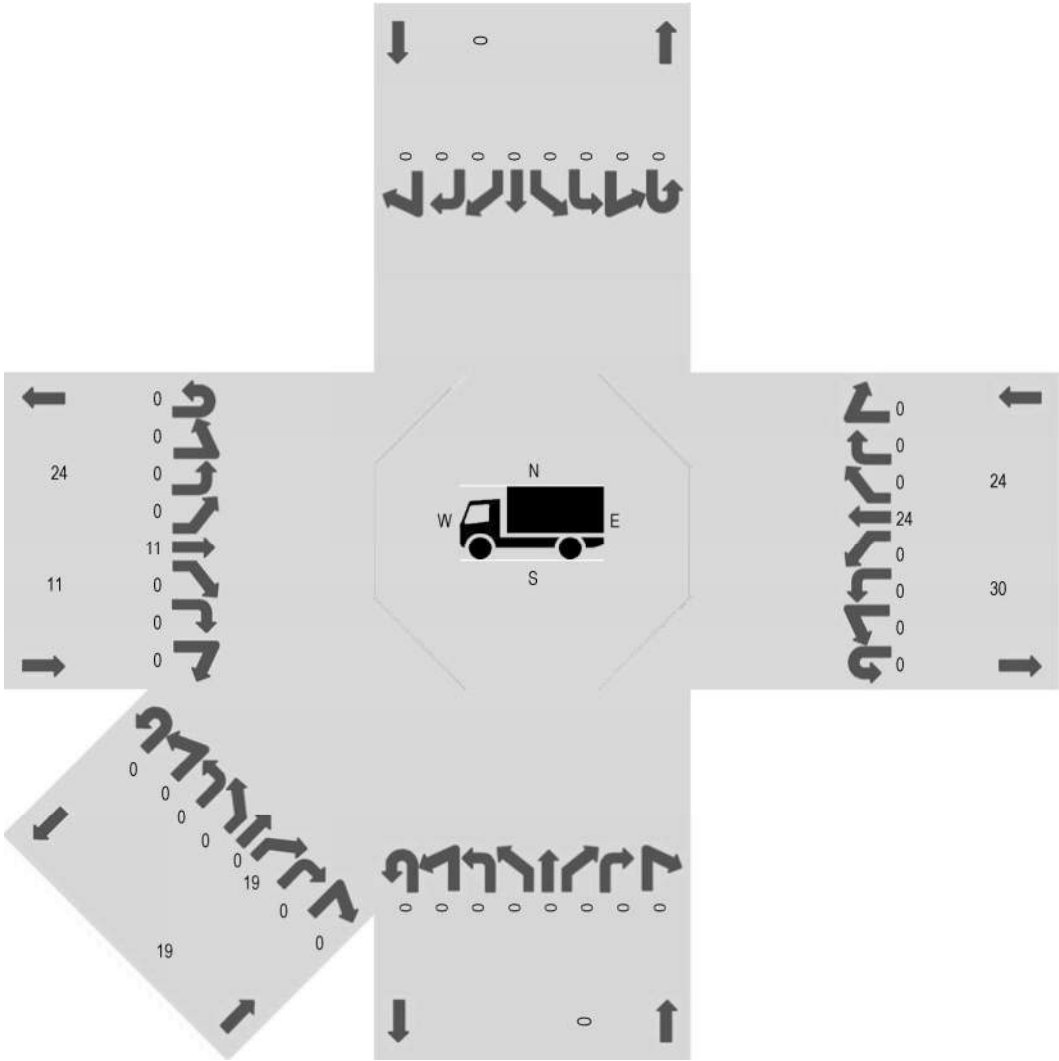
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Location: 7 Lutheran Church Rd & Hwy 14 AM

Peak Hour - Heavy Vehicles



	HV%	PHF
WB	10.2%	0.76
NWB	0.0%	0.00
NB	0.0%	0.75
NEB	28.4%	0.64
EB	4.9%	0.84
SEB	0.0%	0.00
SB	0.0%	0.69
SWB	0.0%	0.00
All	9.8%	0.89

Location: 7 Lutheran Church Rd & Hwy 14 AM

Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
6:00 AM	0	0	0	0	14	0	0	0									0	0	0	0	0	0	0	0	0	0	0	2	0	0		
6:05 AM	0	0	0	0	8	0	0	0									0	0	0	0	0	0	0	0	0	0	3	0	0			
6:10 AM	0	0	0	0	8	0	0	0									0	0	0	0	0	0	0	0	1	0	0	0	0	0		
6:15 AM	0	0	0	0	10	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
6:20 AM	0	0	0	0	10	0	0	0									0	0	0	0	0	0	0	0	0	0	5	0	0			
6:25 AM	0	0	0	0	6	0	0	0									0	0	0	0	0	0	0	0	0	0	2	0	0			
6:30 AM	0	0	0	0	8	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
6:35 AM	0	0	0	0	21	0	0	0									0	0	0	0	0	0	0	0	0	0	3	0	0			
6:40 AM	0	0	0	0	20	0	0	0									0	0	0	0	0	0	0	0	0	0	2	0	0			
6:45 AM	0	0	0	0	21	0	0	0									0	0	0	0	0	0	0	0	0	0	2	0	0			
6:50 AM	0	0	0	0	19	0	1	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
6:55 AM	0	0	0	0	7	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
7:00 AM	0	0	0	0	10	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
7:05 AM	0	0	0	0	13	0	0	0									0	0	0	0	0	0	0	0	0	0	4	0	0			
7:10 AM	0	0	0	0	18	0	0	0									0	0	0	0	0	0	0	0	0	0	2	0	0			
7:15 AM	0	0	0	0	17	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
7:20 AM	0	0	0	0	14	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
7:25 AM	0	0	0	0	13	0	1	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
7:30 AM	0	0	0	0	14	0	1	0									0	0	0	0	0	0	0	0	0	0	1	0	0			
7:35 AM	0	0	0	0	16	0	1	0									0	0	0	0	0	0	0	0	0	0	2	0	0			
7:40 AM	0	0	2	0	10	0	0	0									0	0	0	0	0	0	0	0	0	0	4	0	0			
7:45 AM	0	0	0	0	25	0	0	0									0	0	0	0	0	0	0	0	0	0	2	0	0			
7:50 AM	0	0	0	0	10	0	0	0									0	0	0	0	0	0	0	0	0	0	4	0	0			
7:55 AM	0	0	0	0	14	0	0	0									0	0	0	0	0	0	1	0	0	0	3	0	1			
8:00 AM	0	0	0	0	20	0	0	0									0	0	0	0	0	0	0	0	0	0	4	0	0			
8:05 AM	0	0	0	0	17	0	0	0									0	0	0	0	0	0	0	0	0	0	5	0	0			
8:10 AM	0	0	0	0	17	0	1	0									0	0	0	0	0	0	0	0	0	0	2	0	0			
8:15 AM	0	0	0	0	22	0	0	0									0	0	0	0	0	0	0	0	0	0	3	0	0			
8:20 AM	0	0	0	0	20	0	0	0									0	0	1	0	0	0	0	0	0	0	14	0	0			
8:25 AM	0	0	0	0	21	0	0	0									0	0	0	0	0	0	0	0	0	0	3	0	0			
8:30 AM	0	0	0	0	14	0	0	0									0	0	0	0	0	0	0	0	0	1	0	8	0	0		
8:35 AM	0	0	0	0	38	0	1	0									0	0	0	0	0	0	0	0	0	0	5	0	0			
8:40 AM	0	0	0	0	17	0	0	0									0	0	0	0	1	0	0	0	0	0	8	0	0			
8:45 AM	0	0	0	0	20	0	2	0									0	0	0	0	0	0	0	0	0	0	5	0	0			
8:50 AM	0	0	1	0	10	0	1	0									0	0	0	0	0	0	0	0	0	0	5	0	0			
8:55 AM	0	0	1	0	15	0	0	0									0	0	0	0	0	0	0	0	0	0	4	0	0			
Count Total	0	0	4	0	557	0	9	0									0	0	1	0	1	0	1	0	0	1	0	115	0	1		
Peak Hour	0	0	1	0	230	0	5	0									0	0	1	0	1	0	1	0	0	0	65	0	1			

Location: 7 Lutheran Church Rd & Hwy 14 AM

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
6:00 AM	0	0	0	0	3	0	0	0									0	0	0	0	0	0	0	0							19	258		
6:05 AM	0	0	0	0	6	0	0	0									0	0	0	0	0	0	0	0							17	258		
6:10 AM	0	0	0	0	6	0	0	0									0	0	0	0	0	0	1	0							16	265		
6:15 AM	0	0	0	0	7	0	0	0									0	0	0	0	0	0	0	0							18	277		
6:20 AM	0	0	0	0	6	0	0	0									0	0	0	0	0	0	0	0							21	289		
6:25 AM	0	0	0	0	4	0	0	0									0	0	0	0	0	0	1	0							13	291		
6:30 AM	0	0	0	0	6	0	0	0									0	0	0	0	0	0	0	0							15	306		
6:35 AM	0	0	0	0	13	0	0	0									0	0	0	0	0	0	0	0							37	315		
6:40 AM	0	0	1	0	7	0	0	0									0	0	0	0	0	0	0	0							30	308		
6:45 AM	0	0	0	0	4	0	0	0									0	0	0	0	0	0	1	0							28	313		
6:50 AM	0	0	0	0	4	0	0	0									0	0	0	0	0	0	0	0							25	329		
6:55 AM	0	0	0	0	11	0	0	0									0	0	0	0	0	0	0	0							19	335		
7:00 AM	0	0	0	0	8	0	0	0									0	0	0	0	0	0	0	0							19	351		
7:05 AM	0	0	0	0	6	0	0	0									0	0	1	0	0	0	0	0							24	386		
7:10 AM	0	0	2	0	6	0	0	0									0	0	0	0	0	0	0	0							28	397		
7:15 AM	0	0	1	0	11	0	0	0									0	0	0	0	0	0	0	0							30	421		
7:20 AM	0	0	1	0	6	0	0	0									0	0	0	0	0	0	1	0							23	441		
7:25 AM	0	0	0	0	11	0	0	0									0	0	1	0	0	0	1	0							28	467		
7:30 AM	0	0	0	0	7	0	0	0									0	0	0	0	0	0	1	0							24	477		
7:35 AM	0	0	1	0	8	0	0	0									0	0	1	0	0	0	1	0							30	501		
7:40 AM	0	0	2	0	16	0	0	0									0	0	0	0	0	0	1	0							35	528		
7:45 AM	0	0	0	0	16	0	0	0									0	0	0	0	0	0	1	0							44	535		
7:50 AM	0	0	1	0	15	0	0	0									0	0	1	0	0	0	0	0							31	547		
7:55 AM	0	0	2	0	14	0	0	0									0	0	0	0	0	0	0	0							35	551		
8:00 AM	0	0	4	0	22	0	0	0									0	0	2	0	0	0	2	0							54	549		
8:05 AM	0	0	1	0	11	0	0	0									0	0	0	0	0	0	1	0								35		
8:10 AM	0	0	1	0	28	0	0	0									0	0	0	0	0	0	3	0								52		
8:15 AM	0	0	0	0	22	0	0	0									0	0	0	0	0	0	3	0								50		
8:20 AM	0	0	1	0	13	0	0	0									0	0	0	0	0	0	0	0								49		
8:25 AM	0	0	2	0	9	0	0	0									0	0	0	0	0	0	3	0								38		
8:30 AM	0	0	1	0	23	0	0	0									0	0	1	0	0	0	0	0								48		
8:35 AM	0	0	0	0	12	0	0	0									0	0	0	0	0	0	1	0								57		
8:40 AM	0	0	1	0	14	0	0	0									0	0	0	0	0	0	1	0								42		
8:45 AM	0	0	2	0	25	0	0	0									0	0	0	0	0	0	2	0								56		
8:50 AM	0	0	0	0	17	0	0	0									0	0	0	0	0	0	1	0								35		
8:55 AM	0	0	1	0	10	0	0	0									0	0	1	0	0	0	1	0								33		
Count Total	0	0	25	0	407	0	0	0									0	0	8	0	0	0	27	0								1,158		
Peak Hour	0	0	15	0	210	0	0	0									0	0	3	0	0	0	17	0								551		

Location: 7 Lutheran Church Rd & Hwy 14 AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
6:00 AM	0	0	0	1	1	0	0	0	2	6:00 AM	0	0	0	0	0	0	0	0	0	6:00 AM	0	0	0	1	0	0	0	0	1
6:05 AM	0	0	0	1	1	0	0	0	2	6:05 AM	0	0	0	0	0	0	0	0	0	6:05 AM	0	0	0	0	0	0	0	0	0
6:10 AM	0	0	0	0	1	0	0	0	1	6:10 AM	0	0	0	0	0	0	0	0	0	6:10 AM	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	1	0	0	0	0	2	6:15 AM	0	0	0	0	0	0	0	0	0	6:15 AM	0	0	0	0	0	0	0	0	0
6:20 AM	0	0	0	0	1	0	0	0	1	6:20 AM	1	0	0	0	0	0	0	0	1	6:20 AM	0	0	0	0	0	0	0	0	0
6:25 AM	1	0	0	1	0	0	0	0	2	6:25 AM	0	0	0	0	0	0	0	0	0	6:25 AM	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	0	0	0	0	1	6:30 AM	0	0	0	0	0	0	0	0	0	6:30 AM	0	0	0	0	0	0	0	0	0
6:35 AM	1	0	0	0	4	0	0	0	5	6:35 AM	0	0	0	0	0	0	0	0	0	6:35 AM	0	0	0	0	0	0	0	0	0
6:40 AM	4	0	0	1	0	0	0	0	5	6:40 AM	0	0	0	0	1	0	0	0	1	6:40 AM	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	1	0	0	0	0	2	6:45 AM	0	0	0	0	0	0	0	0	0	6:45 AM	0	0	0	0	0	0	0	0	0
6:50 AM	2	0	0	1	0	0	0	0	3	6:50 AM	0	0	0	0	0	0	0	0	0	6:50 AM	0	0	0	0	0	0	0	0	0
6:55 AM	2	0	0	0	1	0	0	0	3	6:55 AM	0	0	0	0	0	0	0	0	0	6:55 AM	0	0	0	0	0	0	0	0	0
7:00 AM	2	0	0	1	3	0	0	0	6	7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	0	0	0	0	0	0
7:05 AM	1	0	0	0	0	0	0	0	1	7:05 AM	0	0	0	0	0	0	0	0	0	7:05 AM	0	0	0	0	0	0	0	0	0
7:10 AM	1	0	0	2	2	0	0	0	5	7:10 AM	0	0	0	0	0	0	0	0	0	7:10 AM	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	0	0	0	2	7:15 AM	0	0	0	0	1	0	0	0	1	7:15 AM	0	0	0	0	0	0	0	0	0
7:20 AM	1	0	0	0	0	0	0	0	1	7:20 AM	0	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	0
7:25 AM	1	0	0	0	0	0	0	0	1	7:25 AM	0	0	0	0	0	0	0	0	0	7:25 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	0	0	0	0	0	0	0	0
7:35 AM	2	0	0	0	0	0	0	0	2	7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	0
7:40 AM	1	0	0	0	1	0	1	0	3	7:40 AM	0	0	0	0	0	0	0	0	0	7:40 AM	0	0	0	1	0	0	0	0	1
7:45 AM	5	0	0	0	2	0	0	0	7	7:45 AM	0	0	0	0	0	0	0	0	0	7:45 AM	0	0	0	0	0	0	0	0	0
7:50 AM	2	0	0	0	1	0	0	0	3	7:50 AM	0	0	0	0	0	0	0	0	0	7:50 AM	0	0	0	0	0	0	0	0	0
7:55 AM	2	0	0	0	0	0	0	0	2	7:55 AM	0	0	0	0	0	0	0	0	0	7:55 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	1	2	0	0	0	4	8:00 AM	0	0	0	0	0	0	0	0	0	8:00 AM	0	0	0	2	0	0	0	0	2
8:05 AM	2	0	0	2	0	0	0	0	4	8:05 AM	0	0	0	0	0	0	0	0	0	8:05 AM	0	0	0	0	0	0	0	0	0
8:10 AM	3	0	0	2	1	0	0	0	6	8:10 AM	0	0	0	10	2	0	0	0	12	8:10 AM	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	0	1	0	0	0	3	8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	0
8:20 AM	4	0	0	1	0	0	0	0	5	8:20 AM	0	0	0	0	0	0	0	0	0	8:20 AM	0	0	0	1	0	0	0	0	1
8:25 AM	2	0	0	2	0	0	0	0	4	8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	2	0	0	0	0	2	8:30 AM	0	0	0	0	0	0	0	0	0	8:30 AM	0	0	0	0	0	0	0	0	0
8:35 AM	5	0	0	2	1	0	0	0	8	8:35 AM	0	0	0	0	0	0	0	0	0	8:35 AM	0	0	0	0	0	0	0	0	0
8:40 AM	3	0	0	4	1	0	0	0	8	8:40 AM	0	0	0	0	0	0	0	0	0	8:40 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	3	0	0	0	3	8:45 AM	0	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	3	2	0	0	0	5	8:50 AM	0	0	0	0	0	0	0	0	0	8:50 AM	0	0	0	0	0	0	0	0	0
8:55 AM	2	0	0	0	1	0	0	0	3	8:55 AM	0	0	0	0	4	0	0	0	4	8:55 AM	0	0	0	0	0	0	0	0	0
Count Total	57	0	0	29	30	0	1	0	117	Count Total	1	0	0	10	8	0	0	0	19	Count Total	0	0	0	6	0	0	0	0	6
Peak Hour	24	0	0	19	11	0	0	0	54	Peak Hour	2	0	0	10	0	0	0	0	12	Peak Hour	0	0	0	4	0	0	0	0	4

Location: 11 Rock Creek & Rock Creek AM

Location: 11 Rock Creek & Rock Creek AM



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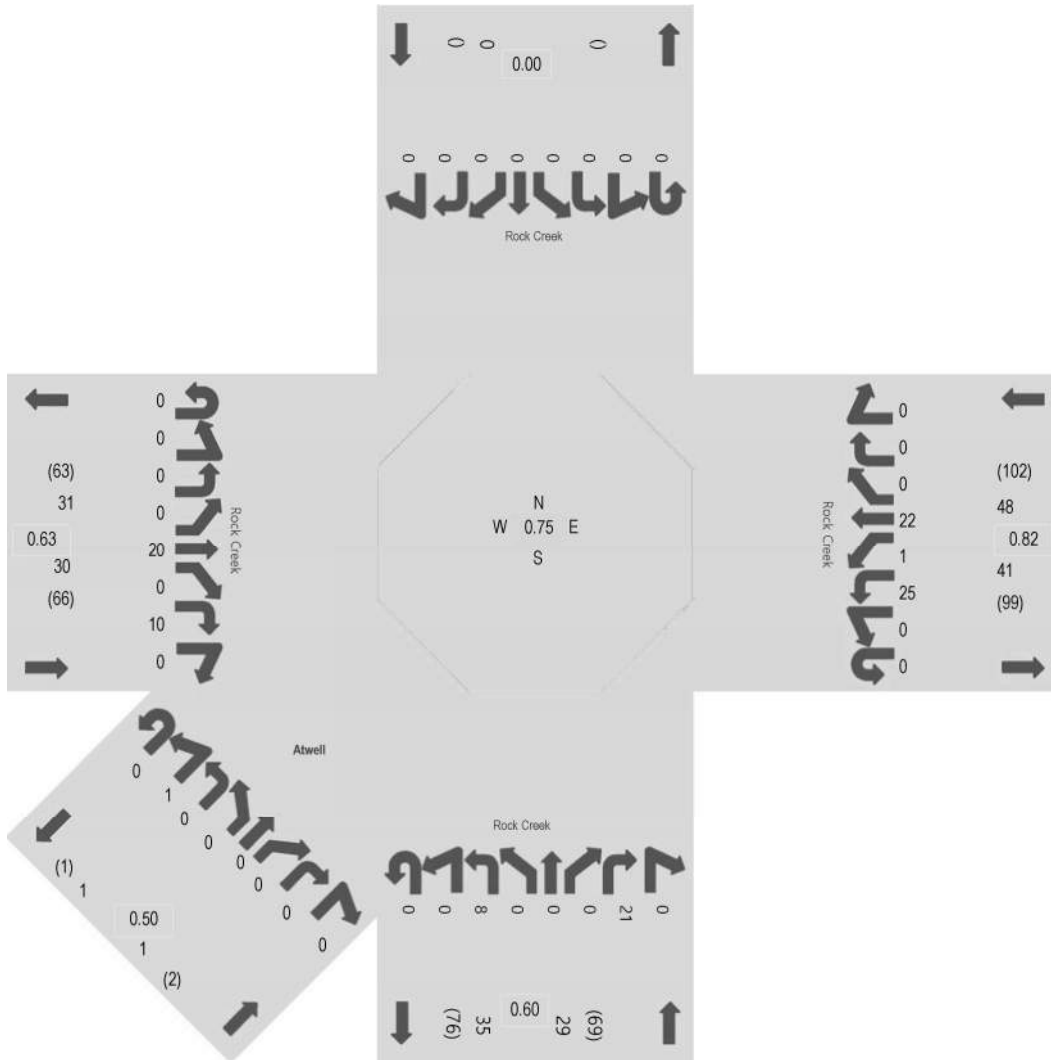
Location: 11 Rock Creek & Rock Creek AM

Date: Thursday, July 15, 2021

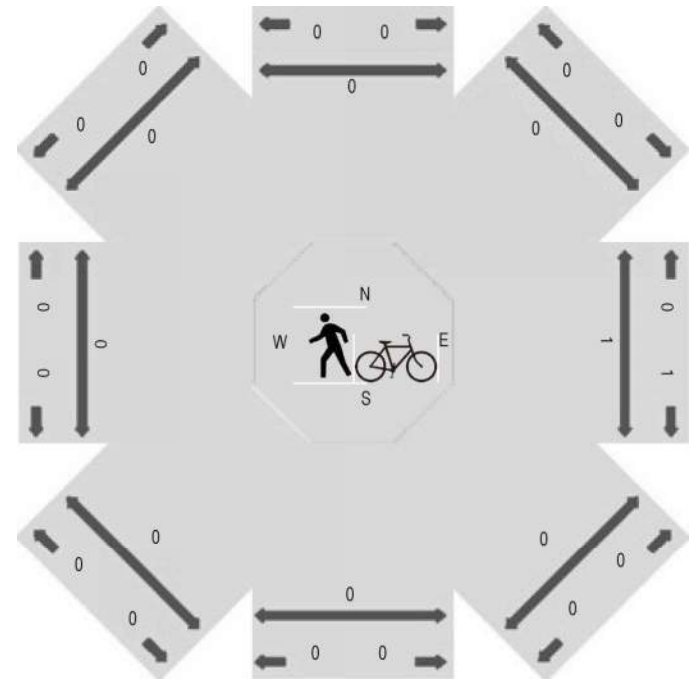
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - Motorized Vehicles



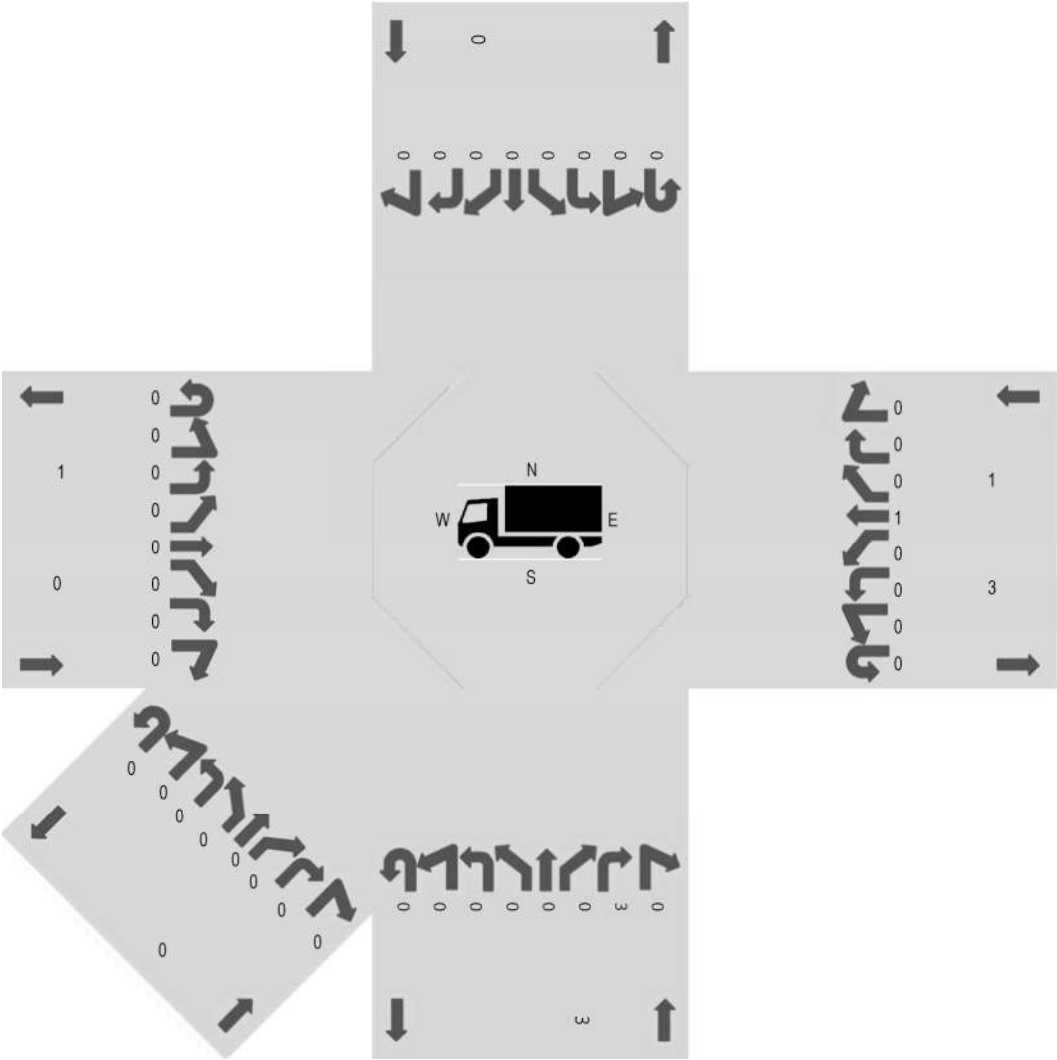
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Location: 11 Rock Creek & Rock Creek AM

Peak Hour - Heavy Vehicles



	HV%	PHF
WB	2.1%	0.82
NWB	0.0%	0.00
NB	10.3%	0.60
NEB	0.0%	0.50
EB	0.0%	0.63
SEB	0.0%	0.00
SB	0.0%	0.00
SWB	0.0%	0.00
All	3.7%	0.75

Location: 11 Rock Creek & Rock Creek AM

Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
6:00 AM	0	0	2	0	0	0	0	0									0	0	0	0	0	0	2	0	0	0	0	0	0	0		
6:05 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
6:10 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	2	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:20 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:25 AM	0	0	1	0	1	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
6:30 AM	0	0	1	0	0	0	0	0									0	0	1	0	0	0	0	0	0	0	0	0	0	0		
6:35 AM	0	0	1	0	3	0	0	0									0	0	2	0	0	0	3	0	0	0	0	0	0	0		
6:40 AM	0	0	3	0	1	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	2	0	5	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
6:50 AM	0	0	1	0	1	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:55 AM	0	0	0	0	3	0	0	0									0	0	1	0	0	0	2	0	0	0	0	0	0	0		
7:00 AM	0	0	1	0	0	0	0	0									0	0	2	0	0	0	0	0	0	0	0	0	0	0		
7:05 AM	0	0	0	0	2	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:10 AM	0	0	3	0	3	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
7:15 AM	0	0	2	0	1	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
7:20 AM	0	0	1	0	0	0	0	0									0	0	0	0	0	0	0	0	0	1	0	0	0	0		
7:25 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	6	0	0	0	0	0	0	0		
7:30 AM	0	0	2	0	0	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
7:35 AM	0	0	2	0	0	0	0	0									0	0	0	0	0	0	2	0	0	0	0	0	0	0		
7:40 AM	0	0	1	0	1	0	0	0									0	0	0	0	0	0	3	0	0	0	0	0	0	0		
7:45 AM	0	0	1	0	0	0	0	0									0	0	1	0	0	0	1	0	0	0	0	0	0	0		
7:50 AM	0	0	3	0	3	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
7:55 AM	2	0	1	0	0	0	0	0									0	0	0	0	0	0	5	0	0	0	0	0	0	0		
8:00 AM	0	0	1	0	1	0	0	0									0	0	1	0	0	0	1	0	0	0	0	0	0	0		
8:05 AM	0	0	4	0	2	0	0	0									0	0	0	0	0	0	2	0	0	1	0	0	0	0		
8:10 AM	0	0	1	0	1	0	0	0									0	0	1	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	2	0	2	0	0	0									0	0	1	0	0	0	1	0	0	0	0	0	0	0		
8:20 AM	0	0	3	0	1	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:25 AM	0	0	3	0	2	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	1	1	2	0	0	0									0	0	2	0	0	0	3	0	0	0	0	0	0	0		
8:35 AM	0	0	1	0	3	0	0	0									0	0	0	0	0	0	3	0	0	0	0	0	0	0		
8:40 AM	0	0	3	0	2	0	0	0									0	0	0	0	0	0	2	0	0	0	0	0	0	0		
8:45 AM	0	0	2	0	2	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:50 AM	0	0	2	0	4	0	0	0									0	0	1	0	0	0	4	0	0	0	0	0	0	0		
8:55 AM	0	0	2	0	0	0	0	0									0	0	2	0	0	0	5	0	0	0	0	0	0	0		
Count Total	2	0	53	1	46	0	0	0									0	0	15	0	0	0	54	0	0	2	0	0	0	0		
Peak Hour	0	0	25	1	22	0	0	0									0	0	8	0	0	0	21	0	0	1	0	0	0	0		

Location: 11 Rock Creek & Rock Creek AM

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
6:00 AM	0	0	0	0	1	0	0	0																								5	56	
6:05 AM	0	0	0	0	0	0	0	0																								1	56	
6:10 AM	0	0	0	0	0	0	0	0																								2	58	
6:15 AM	0	0	0	0	0	0	0	0																								0	64	
6:20 AM	0	0	0	0	0	0	0	0																								0	68	
6:25 AM	0	0	0	0	2	0	1	0																								6	71	
6:30 AM	0	0	0	0	1	0	1	0																								4	74	
6:35 AM	0	0	0	0	1	0	0	0																								10	75	
6:40 AM	0	0	0	0	1	0	0	0																								5	71	
6:45 AM	0	0	0	0	2	0	2	0																								12	74	
6:50 AM	0	0	0	0	0	0	1	0																								3	67	
6:55 AM	0	0	0	0	1	0	1	0																								8	73	
7:00 AM	0	0	0	0	1	0	1	0																								5	75	
7:05 AM	0	0	0	0	1	0	0	0																								3	75	
7:10 AM	0	0	0	0	1	0	0	0																								8	84	
7:15 AM	0	0	0	0	0	0	0	0																								4	81	
7:20 AM	0	0	0	0	1	0	0	0																								3	86	
7:25 AM	0	0	0	0	2	0	1	0																								9	87	
7:30 AM	0	0	0	0	0	0	2	0																								5	87	
7:35 AM	0	0	0	0	2	0	0	0																								6	92	
7:40 AM	0	0	0	0	2	0	1	0																								8	95	
7:45 AM	0	0	0	0	1	0	1	0																								5	96	
7:50 AM	0	0	0	0	2	0	0	0																								9	97	
7:55 AM	0	0	0	0	1	0	1	0																								10	104	
8:00 AM	0	0	0	0	0	0	1	0																								5	108	
8:05 AM	0	0	0	0	2	0	1	0																								12		
8:10 AM	0	0	0	0	1	0	1	0																								5		
8:15 AM	0	0	0	0	2	0	1	0																								9		
8:20 AM	0	0	0	0	0	0	0	0																								4		
8:25 AM	0	0	0	0	3	0	1	0																								9		
8:30 AM	0	0	0	0	0	0	1	0																								10		
8:35 AM	0	0	0	0	1	0	1	0																								9		
8:40 AM	0	0	0	0	1	0	1	0																								9		
8:45 AM	0	0	0	0	1	0	1	0																								6		
8:50 AM	0	0	0	0	4	0	1	0																								16		
8:55 AM	0	0	0	0	5	0	0	0																								14		
Count Total	0	0	0	0	43	0	23	0																								239		
Peak Hour	0	0	0	0	20	0	10	0																								108		

Location: 11 Rock Creek & Rock Creek AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
6:00 AM	0	0	0	0	0	0	0	0	0	6:00 AM	0	0	0	0	0	0	0	0	0	6:00 AM	0	0	0	0	0	0	0	0	
6:05 AM	0	0	0	0	0	0	0	0	0	6:05 AM	0	0	0	0	0	0	0	0	0	6:05 AM	0	0	0	0	0	0	0	0	
6:10 AM	0	0	0	0	0	0	0	0	0	6:10 AM	0	0	0	0	0	0	0	0	0	6:10 AM	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	6:15 AM	0	0	0	0	0	0	0	0	0	6:15 AM	0	0	0	0	0	0	0	0	
6:20 AM	0	0	0	0	0	0	0	0	0	6:20 AM	0	0	0	0	0	0	0	0	0	6:20 AM	0	0	2	0	0	0	0	2	
6:25 AM	0	0	0	0	0	0	0	0	0	6:25 AM	0	0	0	0	0	0	0	0	0	6:25 AM	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	1	0	0	0	1	6:30 AM	0	0	0	0	0	0	0	0	0	6:30 AM	0	0	0	0	0	0	0	0	
6:35 AM	0	0	0	0	0	0	0	0	0	6:35 AM	0	0	0	0	0	0	0	0	0	6:35 AM	0	0	0	0	0	0	0	0	
6:40 AM	0	0	0	0	0	0	0	0	0	6:40 AM	0	0	0	0	0	0	0	0	0	6:40 AM	0	0	0	0	0	0	0	0	
6:45 AM	2	0	0	0	0	0	0	0	2	6:45 AM	0	0	0	0	0	0	0	0	0	6:45 AM	0	0	1	0	0	0	0	1	
6:50 AM	0	0	0	0	0	0	0	0	0	6:50 AM	0	0	0	0	0	0	0	0	0	6:50 AM	0	0	0	0	0	0	0	0	
6:55 AM	0	0	0	0	1	0	0	0	1	6:55 AM	0	0	0	0	0	0	0	0	0	6:55 AM	0	0	0	0	1	0	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	0	0	0	0	0	
7:05 AM	2	0	0	0	0	0	0	0	2	7:05 AM	0	0	0	0	0	0	0	0	0	7:05 AM	0	0	0	0	0	0	0	0	
7:10 AM	1	0	0	0	1	0	0	0	2	7:10 AM	0	0	0	0	0	0	0	0	0	7:10 AM	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	7:15 AM	0	0	0	0	0	0	0	0	0	7:15 AM	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	7:25 AM	0	0	0	0	0	0	0	0	0	7:25 AM	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	
7:40 AM	0	0	0	0	1	0	0	0	1	7:40 AM	0	0	0	0	0	0	0	0	0	7:40 AM	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	7:45 AM	0	0	0	0	0	0	0	0	0	7:45 AM	0	0	0	0	0	0	0	0	
7:50 AM	1	0	0	0	0	0	0	0	1	7:50 AM	0	0	0	0	0	0	0	0	0	7:50 AM	0	0	0	0	0	0	0	0	
7:55 AM	0	0	1	0	0	0	0	0	1	7:55 AM	0	0	0	0	0	0	0	0	0	7:55 AM	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	8:00 AM	0	0	0	0	0	0	0	0	0	8:00 AM	0	0	0	0	0	0	0	0	
8:05 AM	1	0	1	0	0	0	0	0	2	8:05 AM	0	0	0	0	0	0	0	0	0	8:05 AM	0	0	0	0	0	0	0	0	
8:10 AM	0	0	0	0	0	0	0	0	0	8:10 AM	0	0	0	0	0	0	0	0	0	8:10 AM	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	
8:20 AM	0	0	0	0	0	0	0	0	0	8:20 AM	0	0	0	0	0	0	0	0	0	8:20 AM	1	0	0	0	0	0	0	1	
8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	8:30 AM	0	0	0	0	0	0	0	0	0	8:30 AM	0	0	0	0	0	0	0	0	
8:35 AM	0	0	0	0	0	0	0	0	0	8:35 AM	0	0	0	0	0	0	0	0	0	8:35 AM	0	0	0	0	0	0	0	0	
8:40 AM	0	0	0	0	0	0	0	0	0	8:40 AM	0	0	0	0	0	0	0	0	0	8:40 AM	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	0	0	0	0	
8:50 AM	0	0	2	0	0	0	0	0	2	8:50 AM	0	0	0	0	0	0	0	0	0	8:50 AM	0	0	0	0	0	0	0	0	
8:55 AM	0	0	0	0	0	0	0	0	0	8:55 AM	0	0	0	0	0	0	0	0	0	8:55 AM	0	0	0	0	0	0	0	0	
Count Total	7	0	4	0	4	0	0	0	15	Count Total	0	0	0	0	0	0	0	0	0	Count Total	1	0	3	0	1	0	0	5	
Peak Hour	1	0	3	0	0	0	0	0	4	Peak Hour	0	0	0	0	0	0	0	0	0	Peak Hour	1	0	0	0	0	0	0	1	

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM



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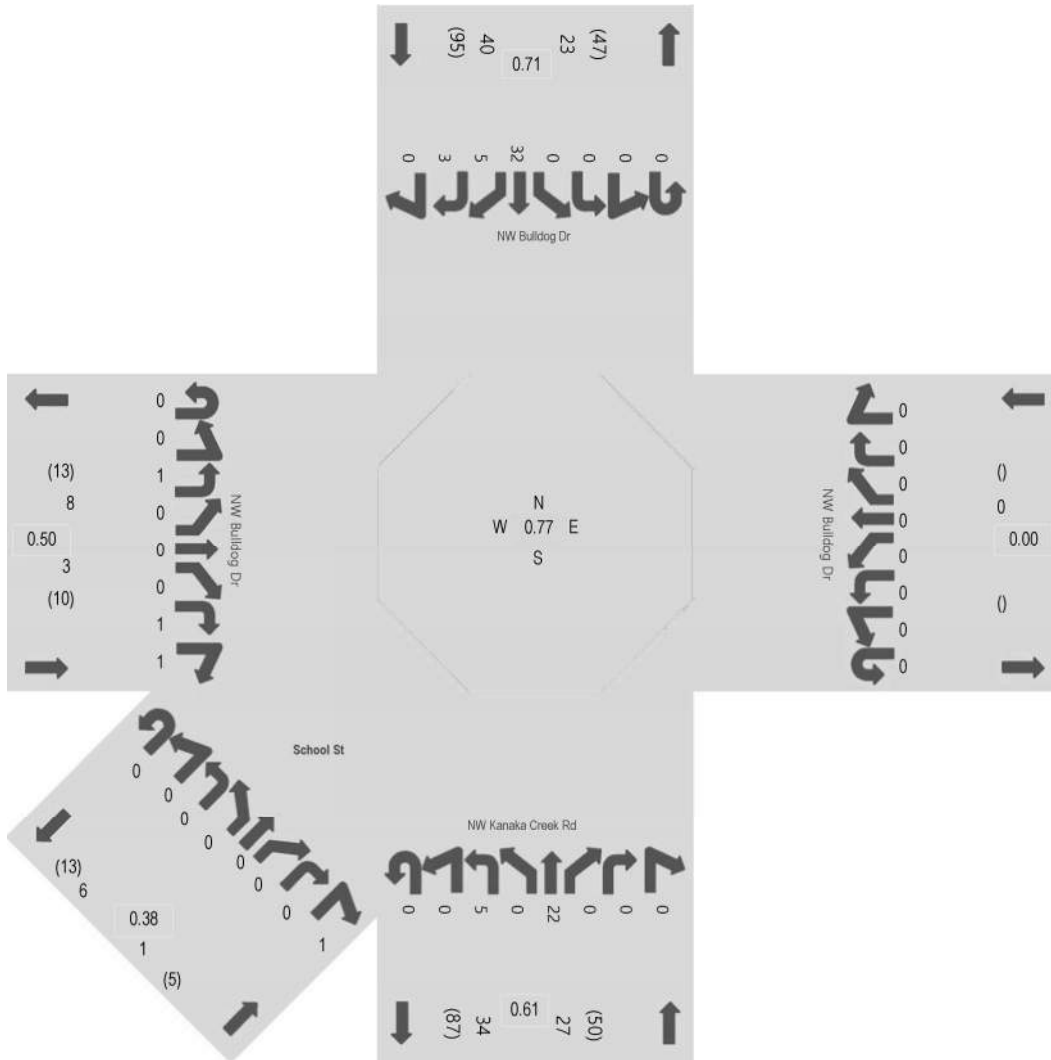
Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM

Date: Thursday, July 15, 2021

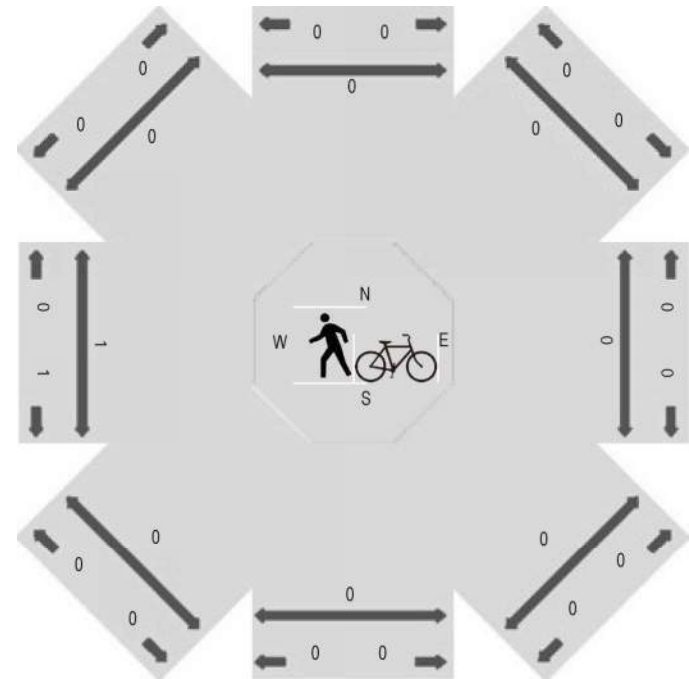
Peak Hour: 07:50 AM - 08:50 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour - Motorized Vehicles



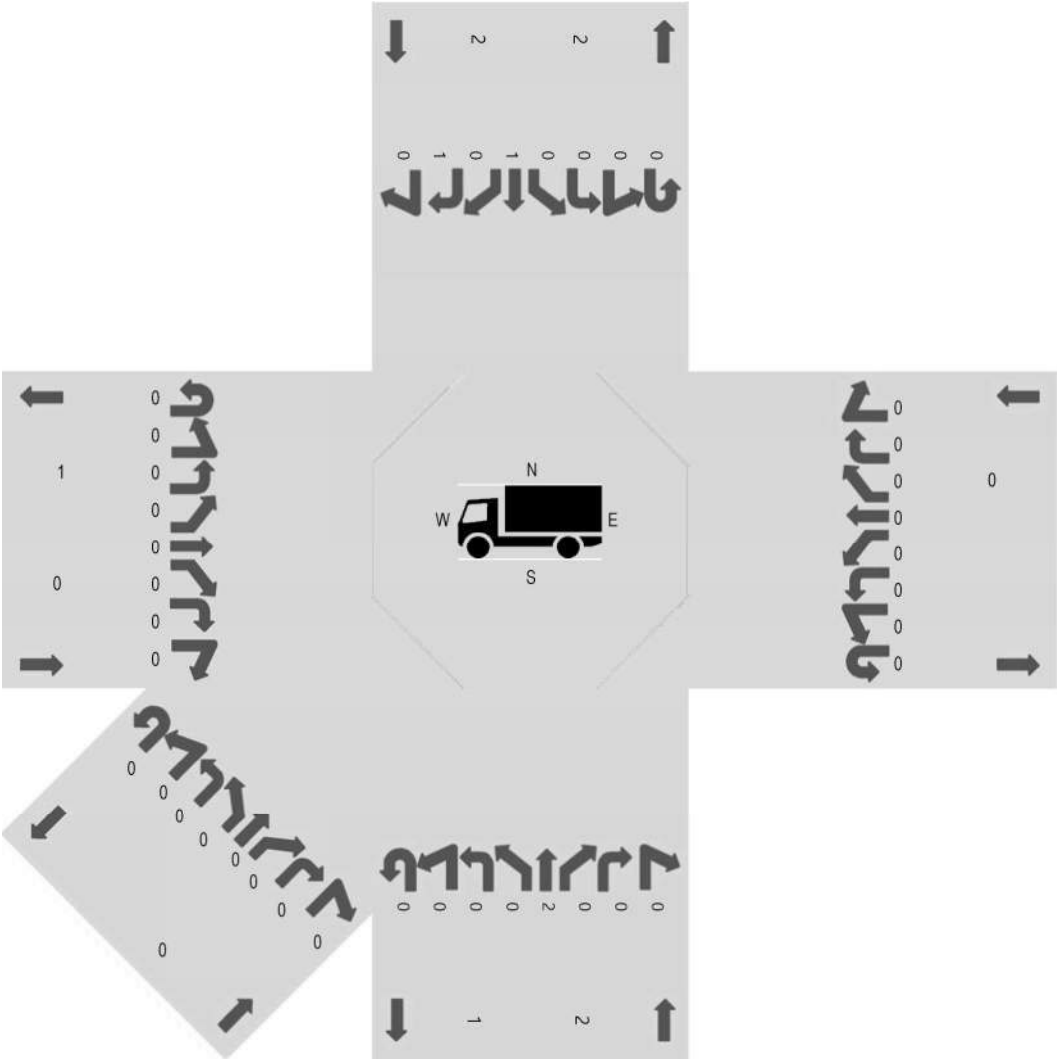
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM

Peak Hour - Heavy Vehicles



	HV%	PHF
WB	0.0%	0.00
NWB	0.0%	0.00
NB	7.4%	0.61
NEB	0.0%	0.38
EB	0.0%	0.50
SEB	0.0%	0.00
SB	5.0%	0.71
SWB	0.0%	0.00
All	5.6%	0.77

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM

Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound								
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
6:00 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:05 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:10 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:20 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:25 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
6:35 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:40 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0									0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6:50 AM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0									0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0									0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0									0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0									0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0									0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0									0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0									0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0									0	1	8	0	41	0	0	0	0	0	1	0	3	0	0	0	1
Peak Hour	0	0	0	0	0	0	0	0									0	0	5	0	22	0	0	0	0	0	0	0	0	0	0	1	

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
6:00 AM	0	0	0	0	0	0	0	0																							1	39		
6:05 AM	0	0	0	0	0	0	0	0																							1	42		
6:10 AM	0	0	0	0	0	0	0	0																							1	44		
6:15 AM	0	0	0	0	0	0	0	0																							0	47		
6:20 AM	0	0	0	0	0	0	0	0																							1	51		
6:25 AM	0	0	0	0	0	0	0	0																							3	53		
6:30 AM	0	0	1	0	0	0	0	0																							6	58		
6:35 AM	0	0	0	0	0	0	0	0																							3	55		
6:40 AM	0	0	1	0	0	0	0	1	0																						4	53		
6:45 AM	0	0	0	0	0	0	0	1	0																						5	52		
6:50 AM	0	0	0	0	0	0	0	0	0																						7	54		
6:55 AM	0	0	0	0	0	0	0	0	0																						7	53		
7:00 AM	0	0	0	0	0	0	0	0	0																						4	55		
7:05 AM	0	0	0	0	0	0	0	0	0																						3	59		
7:10 AM	0	0	0	0	0	0	0	0	0																						4	60		
7:15 AM	0	0	0	0	0	0	0	0	0																						4	61		
7:20 AM	0	0	0	0	0	0	0	0	0																						3	63		
7:25 AM	0	0	0	0	0	0	0	1	1																						8	70		
7:30 AM	0	0	0	0	0	0	0	0	0																						3	69		
7:35 AM	0	0	0	0	0	0	0	0	0																						1	70		
7:40 AM	0	0	0	0	0	0	0	0	0																						3	70		
7:45 AM	0	0	0	0	0	0	0	1	0																						7	70		
7:50 AM	0	0	0	0	0	0	0	0	0																						6	71		
7:55 AM	0	0	0	0	0	0	0	0	0																						9	71		
8:00 AM	0	0	0	0	0	0	0	1	0																						8	66		
8:05 AM	0	0	1	0	0	0	0	0	0																						4			
8:10 AM	0	0	0	0	0	0	0	0	0																						5			
8:15 AM	0	0	0	0	0	0	0	0	0																						6			
8:20 AM	0	0	0	0	0	0	0	0	0																						10			
8:25 AM	0	0	0	0	0	0	0	0	0																						7			
8:30 AM	0	0	0	0	0	0	0	0	1																						4			
8:35 AM	0	0	0	0	0	0	0	0	0																						1			
8:40 AM	0	0	0	0	0	0	0	0	0																						3			
8:45 AM	0	0	0	0	0	0	0	0	0																						8			
8:50 AM	0	0	0	0	0	0	0	0	0																						6			
8:55 AM	0	0	0	0	0	0	0	0	0																						4			
Count Total	0	0	3	0	0	0	5	2																							160			
Peak Hour	0	0	1	0	0	0	1	1																							71			

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
6:00 AM	0	0	0	0	0	0	0	0	0	6:00 AM	0	0	0	0	0	0	0	0	6:00 AM	0	0	0	0	0	0	0	0	0	
6:05 AM	0	0	0	0	0	0	0	0	0	6:05 AM	0	0	0	0	0	0	0	0	6:05 AM	0	0	0	0	0	0	0	0	0	
6:10 AM	0	0	0	0	0	0	0	0	0	6:10 AM	0	0	0	0	0	0	0	0	6:10 AM	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	6:15 AM	0	0	0	0	0	0	0	0	6:15 AM	0	0	0	0	0	0	0	0	0	
6:20 AM	0	0	0	0	0	0	0	0	0	6:20 AM	0	0	0	0	0	0	0	0	6:20 AM	0	0	0	0	0	0	0	0	0	
6:25 AM	0	0	0	0	0	0	0	0	0	6:25 AM	0	0	0	0	0	0	0	0	6:25 AM	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	6:30 AM	0	0	0	0	0	0	0	0	6:30 AM	0	0	0	0	0	0	0	0	0	
6:35 AM	0	0	0	0	0	0	1	0	1	6:35 AM	0	0	0	0	0	0	0	0	6:35 AM	0	0	0	0	0	0	0	0	0	
6:40 AM	0	0	0	0	1	0	0	0	1	6:40 AM	0	0	0	0	0	0	0	0	6:40 AM	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	6:45 AM	0	0	0	0	0	0	0	0	6:45 AM	0	0	0	0	0	0	0	0	0	
6:50 AM	0	0	0	0	0	0	0	0	0	6:50 AM	0	0	0	0	0	0	0	0	6:50 AM	0	0	0	0	0	0	0	0	0	
6:55 AM	0	0	0	0	0	0	0	0	0	6:55 AM	0	0	0	0	0	0	0	0	6:55 AM	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	0	0	0	0	0	7:00 AM	0	0	0	1	0	0	0	0	1	
7:05 AM	0	0	0	0	0	0	0	0	0	7:05 AM	0	0	0	0	0	0	0	0	7:05 AM	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	7:10 AM	0	0	0	0	0	0	0	0	7:10 AM	0	0	0	1	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	7:15 AM	0	0	0	0	0	0	0	0	7:15 AM	0	0	0	1	0	0	0	0	1	
7:20 AM	0	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	7:20 AM	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	1	0	0	0	1	7:25 AM	0	0	0	0	0	0	0	0	7:25 AM	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	7:30 AM	0	0	0	0	0	0	0	0	7:30 AM	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	7:35 AM	0	0	0	0	0	0	0	0	0	
7:40 AM	0	0	0	0	0	0	0	0	0	7:40 AM	0	0	0	0	0	0	0	0	7:40 AM	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	7:45 AM	0	0	0	0	0	0	0	0	7:45 AM	0	0	0	0	0	0	0	0	0	
7:50 AM	0	0	1	0	0	0	0	0	1	7:50 AM	0	0	0	0	0	0	0	0	7:50 AM	0	0	0	0	0	0	0	0	0	
7:55 AM	0	0	0	0	0	0	0	0	0	7:55 AM	0	0	0	0	0	0	0	0	7:55 AM	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	1	0	1	8:00 AM	0	0	0	0	0	0	0	0	8:00 AM	0	0	0	0	0	0	0	0	0	
8:05 AM	0	0	0	0	0	0	0	0	0	8:05 AM	0	0	0	0	0	0	0	0	8:05 AM	0	0	0	0	0	0	0	0	0	
8:10 AM	0	0	1	0	0	0	0	0	1	8:10 AM	0	0	0	0	0	0	0	0	8:10 AM	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	8:15 AM	0	0	0	0	0	0	0	0	0	
8:20 AM	0	0	0	0	0	0	1	0	1	8:20 AM	0	0	0	0	0	0	0	0	8:20 AM	0	0	0	0	0	0	0	0	0	
8:25 AM	0	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	8:25 AM	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	8:30 AM	0	0	0	0	0	0	0	0	8:30 AM	0	0	0	0	0	0	0	0	0	
8:35 AM	0	0	0	0	0	0	0	0	0	8:35 AM	0	0	0	0	0	0	0	0	8:35 AM	0	0	0	0	0	0	0	0	0	
8:40 AM	0	0	0	0	0	0	0	0	0	8:40 AM	0	0	0	0	0	0	0	0	8:40 AM	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	0	0	0	0	8:45 AM	0	0	0	0	1	0	0	0	1	
8:50 AM	0	0	0	0	0	0	0	0	0	8:50 AM	0	0	0	0	0	0	0	0	8:50 AM	0	0	0	0	0	0	0	0	0	
8:55 AM	0	0	0	0	0	0	0	0	0	8:55 AM	0	0	0	0	0	0	0	0	8:55 AM	0	0	0	0	0	0	0	0	0	
Count Total	0	0	2	0	2	0	3	0	7	Count Total	0	0	0	0	0	0	0	0	Count Total	0	0	0	3	1	0	0	0	4	
Peak Hour	0	0	2	0	0	0	2	0	4	Peak Hour	0	0	0	0	0	0	0	0	Peak Hour	0	0	0	0	1	0	0	0	1	



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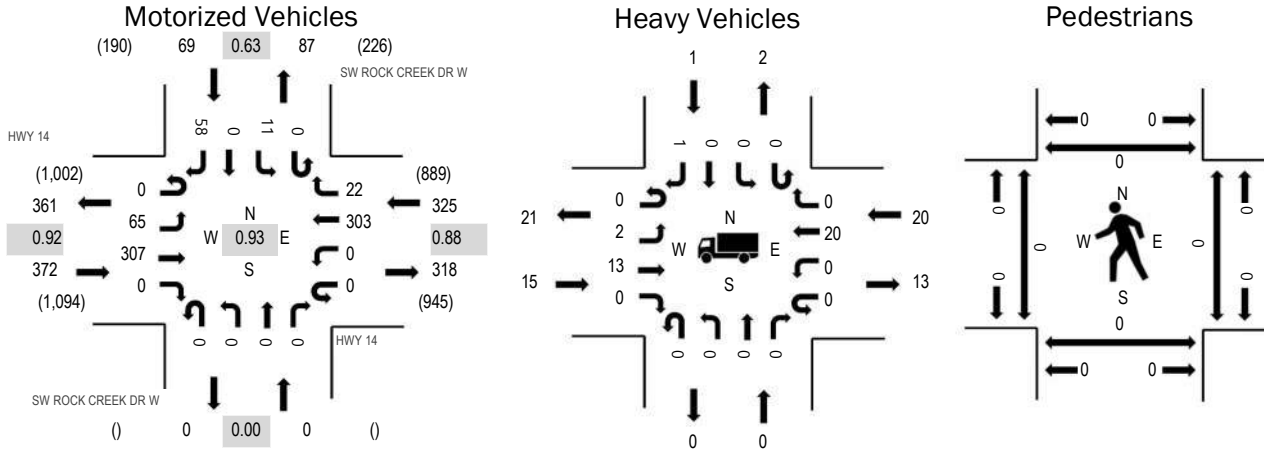
Location: 1 SW ROCK CREEK DR W & HWY 14 PM

Date: Thursday, July 15, 2021

Peak Hour: 03:05 PM - 04:05 PM

Peak 15-Minutes: 03:25 PM - 03:40 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.92
WB	6.2%	0.88
NB	0.0%	0.00
SB	1.4%	0.63
All	4.7%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				SW ROCK CREEK DR W Northbound				SW ROCK CREEK DR W Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	5	28	0	0	0	21	4	0	0	0	0	0	1	0	1	60	760
3:05 PM	0	7	18	0	0	0	38	2	0	0	0	0	0	0	0	6	71	766
3:10 PM	0	10	25	0	0	0	32	2	0	0	0	0	0	2	0	5	76	755
3:15 PM	0	5	21	0	0	0	18	0	0	0	0	0	0	1	0	3	48	735
3:20 PM	0	2	18	0	0	0	21	3	0	0	0	0	0	1	0	9	54	749
3:25 PM	0	5	29	0	0	0	29	1	0	0	0	0	0	1	0	3	68	753
3:30 PM	0	6	30	0	0	0	17	0	0	0	0	0	0	0	0	11	64	747
3:35 PM	0	5	26	0	0	0	29	3	0	0	0	0	0	3	0	8	74	743
3:40 PM	0	8	27	0	0	0	25	0	0	0	0	0	0	2	0	4	66	751
3:45 PM	0	5	31	0	0	0	18	1	0	0	0	0	0	1	0	1	57	745
3:50 PM	0	2	22	0	0	0	28	5	0	0	0	0	0	0	0	3	60	745
3:55 PM	0	6	31	0	0	0	23	2	0	0	0	0	0	0	0	0	62	747
4:00 PM	0	4	29	0	0	0	25	3	0	0	0	0	0	0	0	5	66	728
4:05 PM	0	5	15	0	0	0	32	1	0	0	0	0	0	0	0	7	60	725
4:10 PM	0	5	25	0	0	0	20	1	0	0	0	0	0	0	0	5	56	722
4:15 PM	0	4	26	0	0	0	24	1	0	0	0	0	0	0	0	7	62	747
4:20 PM	0	5	30	0	0	0	18	0	0	0	0	0	0	0	0	5	58	731
4:25 PM	0	4	27	0	0	0	24	5	0	0	0	0	0	0	0	2	62	742
4:30 PM	0	8	23	0	0	0	21	2	0	0	0	0	0	1	0	5	60	732
4:35 PM	0	4	32	0	0	0	38	1	0	0	0	0	0	2	0	5	82	730
4:40 PM	0	8	25	0	0	0	24	0	0	0	0	0	0	1	0	2	60	702
4:45 PM	0	7	26	0	0	0	19	2	0	0	0	0	0	1	0	2	57	701
4:50 PM	0	5	26	0	0	0	25	2	0	0	0	0	0	1	0	3	62	695
4:55 PM	0	3	23	0	0	0	15	0	0	0	0	0	0	2	0	0	43	682
5:00 PM	0	5	30	0	0	0	20	1	0	0	0	0	0	0	0	7	63	685
5:05 PM	0	2	24	0	0	0	26	1	0	0	0	0	0	0	0	4	57	
5:10 PM	0	6	39	0	0	0	29	0	0	0	0	0	0	0	0	7	81	
5:15 PM	0	7	19	0	0	0	17	0	0	0	0	0	0	1	0	2	46	

Location: 1 SW ROCK CREEK DR W & HWY 14 PM

5:20 PM	0	7	23	0	0	0	34	2	0	0	0	0	0	0	0	3	69
5:25 PM	0	5	27	0	0	0	16	1	0	0	0	0	0	0	0	3	52
5:30 PM	0	5	17	0	0	0	24	0	0	0	0	0	0	0	0	12	58
5:35 PM	0	2	24	0	0	0	20	0	0	0	0	0	0	1	0	7	54
5:40 PM	0	4	30	0	0	0	21	0	0	0	0	0	0	2	0	2	59
5:45 PM	0	4	28	0	0	0	13	0	0	0	0	0	0	3	0	3	51
5:50 PM	0	1	17	0	0	0	23	0	0	0	0	0	1	1	0	6	49
5:55 PM	0	3	24	0	0	0	16	0	0	0	0	0	0	2	0	1	46
Count Total	0	179	915	0	0	0	843	46	0	0	0	0	1	30	0	159	2,173
Peak Hour	0	65	307	0	0	0	303	22	0	0	0	0	0	11	0	58	766

Location: 1 SW ROCK CREEK DR W & HWY 14 PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	3	0	1	0	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	1	0	3	0	4	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	2	0	0	0	2	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	2	0	3	0	5	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	1	0	3	0	4	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	3	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	2	0	1	1	4	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	2	0	2	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	1	0	2	0	3	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	2	0	2	0	4	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	4	0	0	0	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	4	0	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	3	0	0	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	1	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	3	0	4	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	0	3	0	4	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	2	0	0	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	3	0	1	0	4	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	1	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	2	0	1	0	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	1	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	3	0	0	0	3	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	1	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	41	0	41	2	84	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	15	0	20	1	36	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 2 1ST ST & HWY 14 PM



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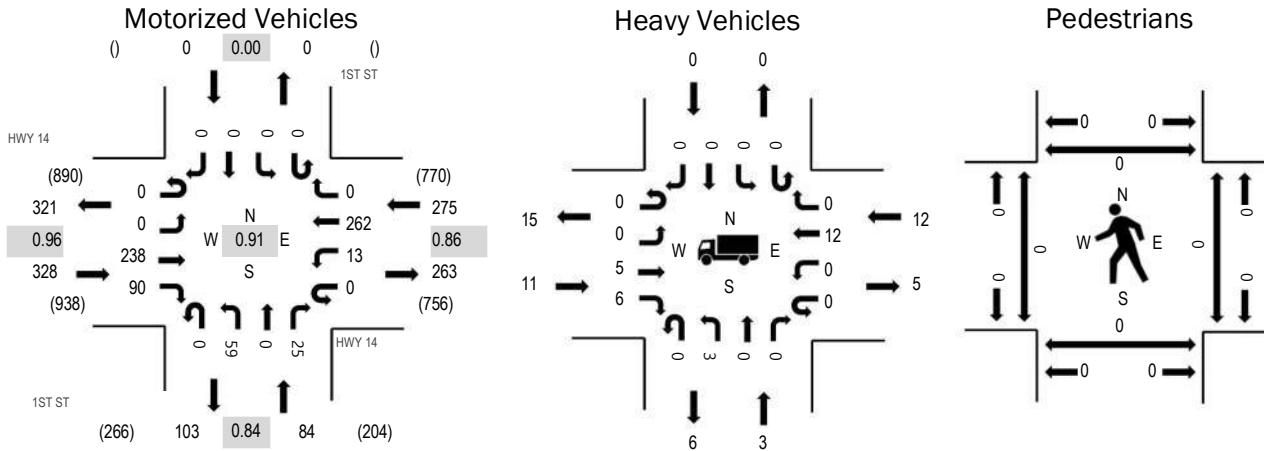
Location: 2 1ST ST & HWY 14 PM

Date: Thursday, July 15, 2021

Peak Hour: 03:50 PM - 04:50 PM

Peak 15-Minutes: 03:55 PM - 04:10 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.4%	0.96
WB	4.4%	0.86
NB	3.6%	0.84
SB	0.0%	0.00
All	3.8%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				1ST ST Northbound				1ST ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	9	9	0	0	20	0	0	2	0	1	0	0	0	0	41	653
3:05 PM	0	0	24	5	0	1	30	0	0	9	0	2	0	0	0	0	71	669
3:10 PM	0	0	22	4	0	0	29	0	0	6	0	3	0	0	0	0	64	667
3:15 PM	0	0	14	1	0	0	14	0	0	3	0	1	0	0	0	0	33	643
3:20 PM	0	0	18	6	0	0	21	0	0	3	0	4	0	0	0	0	52	668
3:25 PM	0	0	17	4	0	2	27	0	0	3	0	0	0	0	0	0	53	666
3:30 PM	0	0	19	7	0	0	14	0	0	4	0	2	0	0	0	0	46	670
3:35 PM	0	0	25	7	0	0	26	0	0	6	0	0	0	0	0	0	64	678
3:40 PM	0	0	25	8	0	3	22	0	0	4	0	1	0	0	0	0	63	683
3:45 PM	0	0	18	5	0	3	16	0	0	5	0	5	0	0	0	0	52	684
3:50 PM	0	0	17	6	0	0	22	0	0	5	0	2	0	0	0	0	52	687
3:55 PM	0	0	22	8	0	2	26	0	0	2	0	2	0	0	0	0	62	683
4:00 PM	0	0	20	6	0	1	23	0	0	5	0	2	0	0	0	0	57	684
4:05 PM	0	0	19	10	0	3	27	0	0	6	0	4	0	0	0	0	69	670
4:10 PM	0	0	12	6	0	0	16	0	0	5	0	1	0	0	0	0	40	648
4:15 PM	0	0	20	9	0	2	21	0	0	3	0	3	0	0	0	0	58	670
4:20 PM	0	0	22	9	0	0	13	0	0	5	0	1	0	0	0	0	50	663
4:25 PM	0	0	22	5	0	2	23	0	0	5	0	0	0	0	0	0	57	659
4:30 PM	0	0	21	4	0	1	18	0	0	4	0	6	0	0	0	0	54	656
4:35 PM	0	0	19	8	0	0	33	0	0	6	0	3	0	0	0	0	69	646
4:40 PM	0	0	27	8	0	2	20	0	0	7	0	0	0	0	0	0	64	621
4:45 PM	0	0	17	11	0	0	20	0	0	6	0	1	0	0	0	0	55	615
4:50 PM	0	0	20	8	0	0	19	0	0	1	0	0	0	0	0	0	48	597
4:55 PM	0	0	23	10	0	1	22	0	0	5	0	2	0	0	0	0	63	598
5:00 PM	0	0	18	8	0	0	13	0	0	2	0	2	0	0	0	0	43	575
5:05 PM	0	0	22	4	0	0	15	0	0	6	0	0	0	0	0	0	47	
5:10 PM	0	0	31	4	0	0	26	0	0	0	0	1	0	0	0	0	62	

Location: 2 1ST ST & HWY 14 PM

5:15 PM	0	0	14	5	0	1	27	0	0	3	0	1	0	0	0	0	51
5:20 PM	0	0	21	7	0	1	13	0	0	4	0	0	0	0	0	0	46
5:25 PM	0	0	13	5	0	1	27	0	0	8	0	0	0	0	0	0	54
5:30 PM	0	0	18	9	0	0	13	0	0	3	0	1	0	0	0	0	44
5:35 PM	0	0	15	3	0	0	20	0	0	4	0	2	0	0	0	0	44
5:40 PM	0	0	24	11	0	0	21	0	0	1	0	1	0	0	0	0	58
5:45 PM	0	0	16	7	0	0	10	0	0	3	0	1	0	0	0	0	37
5:50 PM	0	0	20	5	0	0	22	0	0	1	0	1	0	0	0	0	49
5:55 PM	0	0	16	6	0	2	13	0	0	3	0	0	0	0	0	0	40
Count Total	0	0	700	238	0	28	742	0	0	148	0	56	0	0	0	0	1,912
Peak Hour	0	0	238	90	0	13	262	0	0	59	0	25	0	0	0	0	687

Location: 2 1ST ST & HWY 14 PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	3	0	4	0	7	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	2	0	0	0	2	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	1	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	2	0	4	0	6	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	1	0	3	0	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	2	0	2	0	4	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	1	0	2	0	3	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	1	0	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	1	0	2	0	3	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	2	0	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	2	0	0	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	2	0	1	0	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	3	0	4	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	1	2	0	4	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	1	0	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	2	0	3	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	0	1	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	3	0	0	0	3	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	4	0	1	0	5	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	2	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	36	3	40	0	79	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	11	3	12	0	26	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 3 SW ROCK CREEK DR E & HWY 14 PM

5:15 PM	0	2	13	0	0	1	24	5	0	0	0	0	0	7	0	3	55
5:20 PM	0	2	19	1	0	0	16	7	0	0	0	0	0	16	0	1	62
5:25 PM	0	0	14	0	0	0	22	10	0	0	0	0	0	9	0	3	58
5:30 PM	0	1	18	0	0	0	14	4	0	0	0	0	0	11	0	0	48
5:35 PM	0	2	15	0	0	0	20	3	0	0	0	0	0	3	0	1	44
5:40 PM	0	2	21	0	0	1	17	3	0	0	0	0	0	2	0	1	47
5:45 PM	0	3	17	0	0	0	8	7	0	0	0	0	0	10	0	2	47
5:50 PM	0	4	18	0	0	2	20	5	0	0	0	0	0	5	0	3	57
5:55 PM	0	1	15	0	0	0	16	2	0	0	0	0	0	3	0	0	37
Count Total	0	76	696	3	0	16	698	241	0	0	0	0	0	291	0	75	2,096
Peak Hour	0	25	244	2	0	7	236	104	0	0	0	0	0	113	0	33	764

Location: 3 SW ROCK CREEK DR E & HWY 14 PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	1	1	2	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	2	0	4	1	7	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	1	0	0	0	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	1	0	2	1	4	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	3	1	4	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	1	0	3	0	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	2	0	2	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	1	0	2	0	3	3:40 PM	0	0	0	2	2	3:40 PM	0	0	2	0	2
3:45 PM	0	0	1	0	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	3	3	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	2	0	2	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	0	3	0	4	4:05 PM	0	0	0	0	0	4:05 PM	0	1	0	0	1
4:10 PM	0	0	2	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	1	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	2	1	4	4:25 PM	0	0	0	1	1	4:25 PM	0	0	1	0	1
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	2	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	1	1	4:50 PM	0	0	1	0	1
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	2	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	0	1	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	2	2	5:35 PM	0	0	2	0	2
5:40 PM	3	0	1	0	4	5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	2	0	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	2	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	21	0	43	8	72	Count Total	0	0	0	6	6	Count Total	0	2	8	0	10
Peak Hour	5	0	15	4	24	Peak Hour	0	0	0	1	1	Peak Hour	0	1	1	0	2

Location: 4 SW RUSSELL AVE & HWY 14 PM



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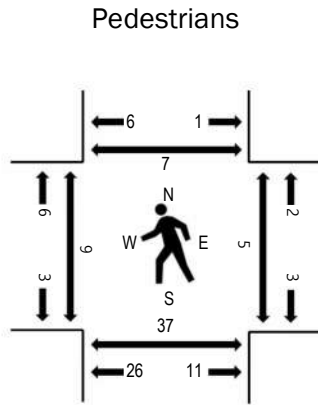
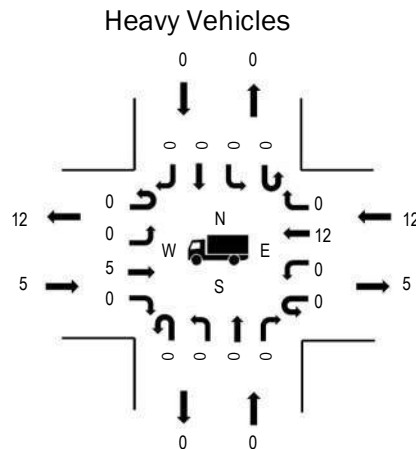
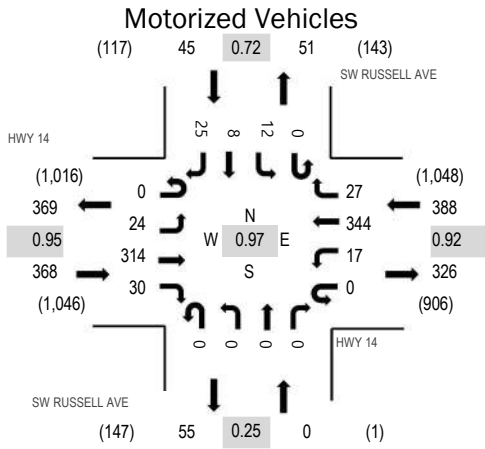
Location: 4 SW RUSSELL AVE & HWY 14 PM

Date: Thursday, July 15, 2021

Peak Hour: 03:50 PM - 04:50 PM

Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.4%	0.95
WB	3.1%	0.92
NB	0.0%	0.25
SB	0.0%	0.72
All	2.1%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				SW RUSSELL AVE Northbound				SW RUSSELL AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	3	14	5	0	2	18	0	0	0	0	0	0	0	0	0	42	766
3:05 PM	0	3	32	2	0	0	34	0	0	0	0	0	0	3	0	5	79	791
3:10 PM	0	5	28	2	0	1	31	1	0	0	0	0	0	2	0	3	73	783
3:15 PM	0	6	24	4	0	6	16	3	0	0	0	0	0	1	2	0	62	760
3:20 PM	0	3	26	1	0	0	28	2	0	0	0	0	0	1	0	2	63	767
3:25 PM	0	0	19	4	0	0	32	3	0	0	0	0	0	2	1	2	63	766
3:30 PM	0	3	30	3	0	1	27	1	0	0	0	0	0	2	1	2	70	770
3:35 PM	0	0	25	0	0	0	42	1	0	0	0	0	0	2	1	0	71	777
3:40 PM	0	0	11	5	0	5	32	0	0	0	0	0	0	1	0	5	59	764
3:45 PM	0	6	23	1	0	0	19	0	0	0	0	0	0	1	1	1	52	769
3:50 PM	0	1	29	4	0	1	33	2	0	0	0	0	0	1	1	1	73	801
3:55 PM	0	0	21	1	0	2	32	2	0	0	0	0	0	0	0	1	59	775
4:00 PM	0	3	36	2	0	2	21	2	0	0	0	0	0	1	0	0	67	767
4:05 PM	0	4	23	3	0	2	33	2	0	0	0	0	0	0	2	2	71	758
4:10 PM	0	5	17	2	0	2	18	3	0	0	0	0	0	2	0	1	50	745
4:15 PM	0	2	28	1	0	1	29	3	0	0	0	0	0	2	1	2	69	759
4:20 PM	0	1	25	4	0	2	23	1	0	0	0	0	0	1	3	2	62	757
4:25 PM	0	3	25	4	0	2	29	1	0	0	0	0	0	2	0	1	67	750
4:30 PM	0	3	30	2	0	1	33	1	0	0	0	0	0	0	0	7	77	747
4:35 PM	0	0	20	2	0	0	30	3	0	0	0	0	0	1	0	2	58	732
4:40 PM	0	2	23	3	0	2	27	3	0	0	0	0	0	1	1	2	64	719
4:45 PM	0	0	37	2	0	0	36	4	0	0	0	0	0	1	0	4	84	705
4:50 PM	0	1	21	1	0	2	20	0	0	0	0	0	0	1	0	1	47	674
4:55 PM	0	3	21	4	0	0	20	2	0	0	0	0	0	0	0	1	51	682
5:00 PM	0	1	26	3	0	0	25	1	0	1	0	0	0	1	0	0	58	679
5:05 PM	0	5	21	1	0	0	24	4	0	0	0	0	0	0	0	3	58	
5:10 PM	0	1	27	2	0	0	29	3	0	0	0	0	0	1	0	1	64	

Location: 4 SW RUSSELL AVE & HWY 14 PM

5:15 PM	0	0	29	3	0	0	28	2	0	0	0	0	0	1	0	4	67
5:20 PM	0	2	24	1	0	3	20	1	0	0	0	0	0	0	0	4	55
5:25 PM	0	1	26	4	0	0	26	3	0	0	0	0	0	0	0	4	64
5:30 PM	0	2	27	4	0	0	23	2	0	0	0	0	0	1	0	3	62
5:35 PM	0	2	14	1	0	2	24	1	0	0	0	0	0	0	0	1	45
5:40 PM	0	3	17	3	0	1	23	1	0	0	0	0	0	0	0	2	50
5:45 PM	0	6	28	2	0	0	15	2	0	0	0	0	0	0	0	0	53
5:50 PM	0	0	29	3	0	2	20	0	0	0	0	0	0	0	0	1	55
5:55 PM	0	2	18	1	0	1	24	1	0	0	0	0	0	0	0	1	48
Count Total	0	82	874	90	0	43	944	61	0	1	0	0	0	32	14	71	2,212
Peak Hour	0	24	314	30	0	17	344	27	0	0	0	0	0	12	8	25	801

Location: 4 SW RUSSELL AVE & HWY 14 PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	1	0	2	0	3	3:00 PM	0	0	0	0	0	3:00 PM	1	0	0	0	1
3:05 PM	2	0	4	0	6	3:05 PM	0	0	0	0	0	3:05 PM	4	0	0	1	5
3:10 PM	1	0	0	0	1	3:10 PM	0	0	0	0	0	3:10 PM	1	3	0	0	4
3:15 PM	0	0	2	1	3	3:15 PM	0	0	0	0	0	3:15 PM	3	3	0	0	6
3:20 PM	0	0	3	0	3	3:20 PM	0	0	0	0	0	3:20 PM	0	2	0	0	2
3:25 PM	0	0	3	0	3	3:25 PM	0	0	0	0	0	3:25 PM	1	2	0	1	4
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	1	5	0	1	7
3:35 PM	0	0	3	0	3	3:35 PM	0	0	0	0	0	3:35 PM	0	3	2	2	7
3:40 PM	1	0	2	0	3	3:40 PM	0	0	0	0	0	3:40 PM	0	1	0	3	4
3:45 PM	0	0	0	1	1	3:45 PM	0	0	0	0	0	3:45 PM	0	1	0	1	2
3:50 PM	1	0	0	0	1	3:50 PM	0	0	0	0	0	3:50 PM	1	0	0	1	2
3:55 PM	0	0	2	0	2	3:55 PM	0	0	0	0	0	3:55 PM	0	0	1	0	1
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	4	4	1	1	10
4:05 PM	0	0	3	0	3	4:05 PM	0	0	0	0	0	4:05 PM	0	1	0	0	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	1	1	1	4
4:15 PM	0	0	2	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	12	0	0	12
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	2	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	3	1	1	5
4:30 PM	1	0	0	0	1	4:30 PM	0	0	1	0	1	4:30 PM	1	2	0	0	3
4:35 PM	1	0	2	0	3	4:35 PM	0	0	0	0	0	4:35 PM	1	2	0	1	4
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0	4:40 PM	1	12	0	1	14
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	1	2
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	1	2	0	0	3
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	1	6	2	0	9
5:00 PM	0	0	2	0	2	5:00 PM	0	0	2	1	3	5:00 PM	0	1	3	1	5
5:05 PM	0	0	1	0	1	5:05 PM	0	0	1	0	1	5:05 PM	0	3	2	5	10
5:10 PM	1	0	1	0	2	5:10 PM	0	0	0	0	0	5:10 PM	1	1	1	1	4
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	4	5
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	4	1	4	9
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	2	17	1	0	20
5:30 PM	1	0	1	0	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	3	0	1	0	4	5:40 PM	0	0	0	0	0	5:40 PM	4	4	0	2	10
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	6	1	0	7
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	1	1
5:55 PM	0	0	3	0	3	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	17	0	43	2	62	Count Total	0	0	4	1	5	Count Total	29	101	19	35	184
Peak Hour	5	0	12	0	17	Peak Hour	0	0	1	0	1	Peak Hour	9	37	5	7	58

Location: 5 COLUMBIA ST & HWY 14 PM



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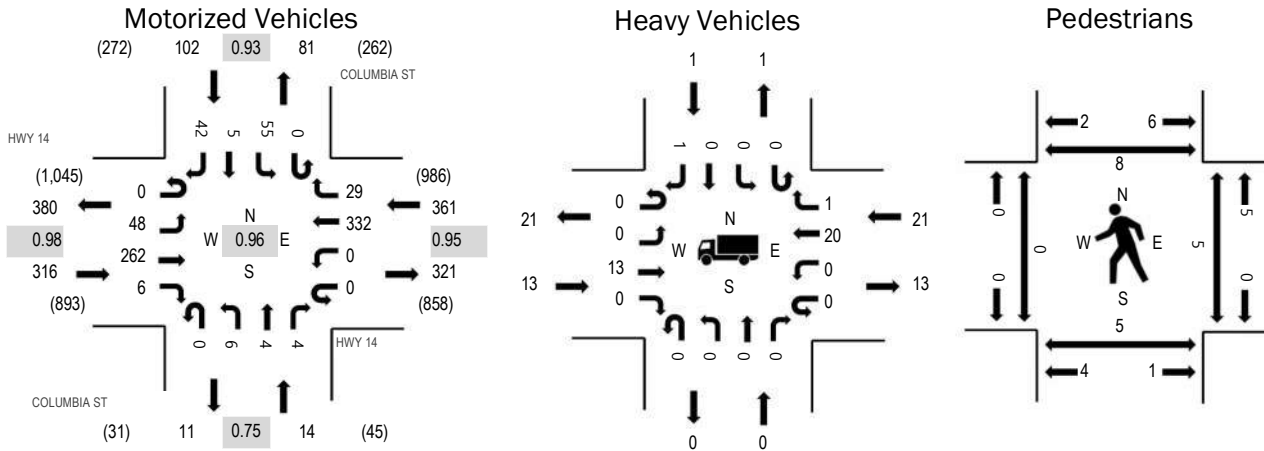
Location: 5 COLUMBIA ST & HWY 14 PM

Date: Thursday, July 15, 2021

Peak Hour: 03:05 PM - 04:05 PM

Peak 15-Minutes: 03:50 PM - 04:05 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.1%	0.98
WB	5.8%	0.95
NB	0.0%	0.75
SB	1.0%	0.93
All	4.4%	0.96

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				COLUMBIA ST Northbound				COLUMBIA ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	2	14	0	0	1	16	0	0	0	0	1	0	4	0	3	41	770
3:05 PM	0	3	24	0	0	0	29	3	0	0	0	0	0	3	1	3	66	793
3:10 PM	0	3	23	0	0	0	28	1	0	0	0	0	0	6	0	6	67	792
3:15 PM	0	2	24	2	0	0	22	1	0	0	1	0	0	7	1	2	62	771
3:20 PM	0	8	19	0	0	0	28	3	0	0	0	0	0	1	1	2	62	775
3:25 PM	0	5	18	0	0	0	31	6	0	0	0	1	0	3	0	3	67	762
3:30 PM	0	5	23	2	0	0	26	2	0	0	0	0	0	5	0	5	68	764
3:35 PM	0	4	24	0	0	0	31	0	0	1	0	0	0	4	1	4	69	767
3:40 PM	0	7	16	0	0	0	33	2	0	1	0	0	0	4	0	3	66	761
3:45 PM	0	2	21	0	0	0	20	3	0	2	1	0	0	8	1	2	60	770
3:50 PM	0	2	29	1	0	0	30	1	0	1	0	1	0	3	0	5	73	782
3:55 PM	0	2	14	0	0	0	37	5	0	0	1	1	0	6	0	3	69	759
4:00 PM	0	5	27	1	0	0	17	2	0	1	1	1	0	5	0	4	64	745
4:05 PM	0	5	14	1	0	0	33	2	0	0	0	1	0	5	0	4	65	743
4:10 PM	0	1	15	1	0	0	20	3	0	0	0	1	0	2	1	2	46	728
4:15 PM	0	3	22	0	0	0	30	1	0	1	0	1	0	6	0	2	66	747
4:20 PM	0	5	15	1	0	0	19	0	0	0	0	1	0	4	0	4	49	746
4:25 PM	0	6	23	0	0	0	28	4	0	0	0	0	0	4	0	4	69	750
4:30 PM	0	7	25	1	0	0	32	0	0	0	0	0	0	3	0	3	71	740
4:35 PM	0	3	16	0	0	1	32	2	0	1	3	0	0	2	0	3	63	736
4:40 PM	0	4	20	1	0	0	31	6	0	1	0	1	0	6	0	5	75	721
4:45 PM	0	10	26	0	0	0	28	1	0	1	0	0	0	1	0	5	72	696
4:50 PM	0	1	16	0	0	0	23	3	0	0	3	1	0	2	0	1	50	676
4:55 PM	0	4	21	0	0	0	22	0	0	0	0	0	0	5	0	3	55	684
5:00 PM	0	3	20	1	0	0	25	4	0	0	0	0	0	4	0	5	62	681
5:05 PM	0	7	14	1	0	0	15	2	0	1	1	0	0	3	0	6	50	
5:10 PM	0	7	20	1	0	0	29	3	0	1	0	1	0	1	0	2	65	

Location: 5 COLUMBIA ST & HWY 14 PM

5:15 PM	0	13	17	0	0	0	25	4	0	0	0	1	0	4	0	1	65
5:20 PM	0	5	14	1	0	0	27	0	0	1	0	0	0	2	0	3	53
5:25 PM	0	7	19	0	0	0	19	3	0	0	2	0	0	2	0	7	59
5:30 PM	0	2	27	0	0	0	23	3	0	0	1	0	0	7	0	4	67
5:35 PM	0	3	14	0	0	0	19	2	0	1	0	0	0	4	1	4	48
5:40 PM	0	7	10	0	0	1	22	3	0	0	1	0	0	4	0	2	50
5:45 PM	0	3	22	0	0	0	16	4	0	0	0	1	0	2	2	2	52
5:50 PM	0	8	23	1	0	0	20	1	0	1	0	1	0	1	0	2	58
5:55 PM	0	3	19	2	0	0	17	0	0	0	0	0	0	2	1	8	52
Count Total	0	167	708	18	0	3	903	80	0	15	15	15	0	135	10	127	2,196
Peak Hour	0	48	262	6	0	0	332	29	0	6	4	4	0	55	5	42	793

Location: 5 COLUMBIA ST & HWY 14 PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	2	0	2	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	1	1
3:05 PM	3	0	4	0	7	3:05 PM	1	0	0	0	1	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	1	0	0	0	1	3:10 PM	0	0	0	0	0
3:15 PM	1	0	2	0	3	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	3	0	3	3:20 PM	0	0	0	0	0	3:20 PM	0	1	0	1	2
3:25 PM	1	0	4	0	5	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1	3:30 PM	2	0	1	0	3	3:30 PM	0	0	0	1	1
3:35 PM	0	0	3	0	3	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	1	1
3:40 PM	0	0	2	0	2	3:40 PM	0	0	1	0	1	3:40 PM	0	1	1	1	3
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	3	0	1	4
3:50 PM	6	0	0	0	6	3:50 PM	1	0	0	0	1	3:50 PM	0	0	1	0	1
3:55 PM	0	0	2	1	3	3:55 PM	2	0	0	1	3	3:55 PM	0	0	3	3	6
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0
4:05 PM	0	0	3	0	3	4:05 PM	0	0	0	0	0	4:05 PM	0	1	0	0	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	3	0	3	4:10 PM	0	0	0	0	0
4:15 PM	1	0	2	0	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:20 PM	1	0	0	0	1	4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	0	2	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	2	0	0	0	2	4:30 PM	0	0	2	0	2	4:30 PM	0	0	1	0	1
4:35 PM	2	0	3	0	5	4:35 PM	0	0	1	2	3	4:35 PM	0	1	0	0	1
4:40 PM	0	0	1	0	1	4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	2	2
4:50 PM	2	0	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	3	2	2	7
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	2	3
5:00 PM	0	0	2	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	3	3
5:05 PM	0	0	2	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	1	0	0	1	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	4	6
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	3	4
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	1	1	0	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	2	0	0	2
5:40 PM	3	0	1	0	4	5:40 PM	0	0	2	0	2	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2
5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	1	2
5:55 PM	0	0	1	1	2	5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	0	1
Count Total	28	1	44	3	76	Count Total	7	0	13	3	23	Count Total	0	16	10	32	58
Peak Hour	13	0	21	1	35	Peak Hour	7	0	3	1	11	Peak Hour	0	5	5	8	18

Location: 6 NE FRANK JOHNS RD & HWY 14 PM



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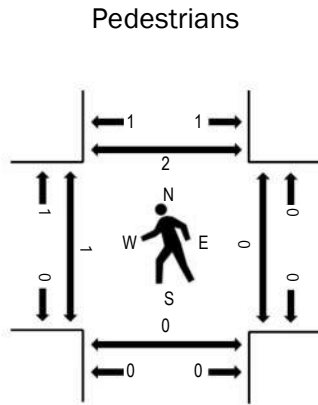
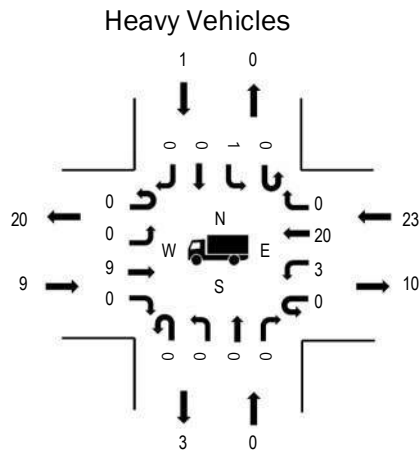
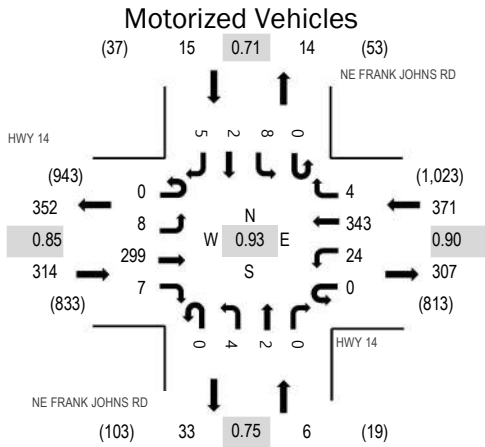
Location: 6 NE FRANK JOHNS RD & HWY 14 PM

Date: Thursday, July 15, 2021

Peak Hour: 03:05 PM - 04:05 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.9%	0.85
WB	6.2%	0.90
NB	0.0%	0.75
SB	6.7%	0.71
All	4.7%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 14 Eastbound				HWY 14 Westbound				NE FRANK JOHNS RD Northbound				NE FRANK JOHNS RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
3:00 PM	0	1	19	1	0	4	12	0	0	0	0	0	0	0	0	0	1	38	686
3:05 PM	0	1	27	0	0	4	35	1	0	0	0	0	0	0	0	0	0	68	706
3:10 PM	0	0	25	0	0	1	19	1	0	1	0	0	0	2	0	0	0	49	700
3:15 PM	0	0	32	0	0	1	24	0	0	0	0	0	0	1	0	1	0	59	700
3:20 PM	0	0	16	0	0	0	29	0	0	1	0	0	0	1	0	0	0	47	699
3:25 PM	0	0	21	0	0	1	39	1	0	0	1	0	0	1	0	1	0	65	682
3:30 PM	0	1	27	0	0	3	24	0	0	0	0	0	0	0	0	0	0	55	668
3:35 PM	0	0	27	0	0	2	34	1	0	0	0	0	0	0	1	0	0	65	665
3:40 PM	0	1	18	1	0	0	28	0	0	1	0	0	0	1	0	0	0	50	668
3:45 PM	0	2	23	0	0	5	31	0	0	0	1	0	0	0	0	0	0	62	679
3:50 PM	0	3	29	2	0	4	24	0	0	1	0	0	0	2	0	1	0	66	674
3:55 PM	0	0	23	1	0	3	32	0	0	0	0	0	0	0	1	2	0	62	654
4:00 PM	0	0	31	3	0	0	24	0	0	0	0	0	0	0	0	0	0	58	634
4:05 PM	0	3	19	1	0	4	33	0	0	0	0	0	0	1	0	1	0	62	632
4:10 PM	0	0	22	1	0	2	22	0	0	1	0	0	0	1	0	0	0	49	605
4:15 PM	0	0	25	1	0	0	32	0	0	0	0	0	0	0	0	0	0	58	606
4:20 PM	0	0	15	0	0	0	13	0	0	0	1	0	0	0	0	1	0	30	605
4:25 PM	0	3	21	0	0	2	23	1	0	1	0	0	0	0	0	0	0	51	633
4:30 PM	0	0	21	0	0	3	26	1	0	0	0	0	0	0	1	0	0	52	631
4:35 PM	0	2	18	0	0	2	43	1	0	0	0	0	0	1	0	1	0	68	638
4:40 PM	0	1	24	0	0	1	30	3	0	0	1	0	0	0	0	1	0	61	617
4:45 PM	0	0	31	0	0	2	21	2	0	1	0	0	0	0	0	0	0	57	598
4:50 PM	0	1	12	0	0	3	29	0	0	0	0	0	0	1	0	0	0	46	591
4:55 PM	0	0	25	0	0	0	14	1	0	2	0	0	0	0	0	0	0	42	586
5:00 PM	0	0	22	1	0	4	25	1	0	0	1	0	0	0	0	2	0	56	592
5:05 PM	0	0	14	0	0	1	18	1	0	0	0	0	0	0	0	1	0	35	
5:10 PM	0	0	21	1	0	4	23	0	0	0	0	0	0	1	0	0	0	50	

Location: 6 NE FRANK JOHNS RD & HWY 14 PM

5:15 PM	0	1	20	0	0	3	31	1	0	0	1	0	0	0	0	0	57
5:20 PM	0	0	16	1	0	7	32	0	0	0	0	0	0	2	0	0	58
5:25 PM	0	0	19	0	0	3	25	0	0	0	1	0	0	1	0	0	49
5:30 PM	0	0	33	0	0	2	21	0	0	1	0	0	0	1	0	1	59
5:35 PM	0	0	18	1	0	2	23	1	0	1	0	0	0	1	0	0	47
5:40 PM	0	0	15	0	0	2	23	2	0	0	0	0	0	0	0	0	42
5:45 PM	0	0	23	0	0	1	22	3	0	0	1	0	0	0	0	0	50
5:50 PM	0	1	22	0	0	3	14	0	0	0	0	0	0	1	0	0	41
5:55 PM	0	2	19	2	0	4	20	0	0	0	0	0	0	1	0	0	48
Count Total	0	23	793	17	0	83	918	22	0	11	8	0	0	20	3	14	1,912
Peak Hour	0	8	299	7	0	24	343	4	0	4	2	0	0	8	2	5	706

Location: 6 NE FRANK JOHNS RD & HWY 14 PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	3	0	3	0	6	3:05 PM	2	0	1	0	3	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	1	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	1	0	4	0	5	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	2	0	2	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	1	1
3:25 PM	0	0	4	0	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0
3:35 PM	0	0	4	0	4	3:35 PM	2	0	0	0	2	3:35 PM	0	0	0	1	1
3:40 PM	0	0	2	0	2	3:40 PM	0	0	1	0	1	3:40 PM	1	0	0	0	1
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	3	0	0	0	3	3:50 PM	1	0	0	0	1	3:50 PM	0	0	0	0	0
3:55 PM	0	0	3	0	3	3:55 PM	3	0	1	0	4	3:55 PM	0	0	0	0	0
4:00 PM	0	0	1	0	1	4:00 PM	2	0	0	0	2	4:00 PM	0	0	0	0	0
4:05 PM	2	0	5	0	7	4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	2	0	2	4:10 PM	1	0	3	0	4	4:10 PM	1	0	0	0	1
4:15 PM	0	0	1	0	1	4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0
4:20 PM	1	0	1	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	1	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	4	0	3	0	7	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	0	1	4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	2	0	3	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	1	0	2	4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	0	1
5:00 PM	0	0	2	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	0	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	2	2
5:20 PM	1	0	0	0	1	5:20 PM	0	0	1	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	1	0	1	0	2	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	3	0	3	5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0
5:40 PM	3	0	1	0	4	5:40 PM	0	0	2	0	2	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1	5:55 PM	0	0	3	0	3	5:55 PM	0	0	0	0	0
Count Total	25	0	52	1	78	Count Total	14	0	16	0	30	Count Total	3	0	0	5	8
Peak Hour	9	0	23	1	33	Peak Hour	10	0	4	0	14	Peak Hour	1	0	0	2	3

Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD PM



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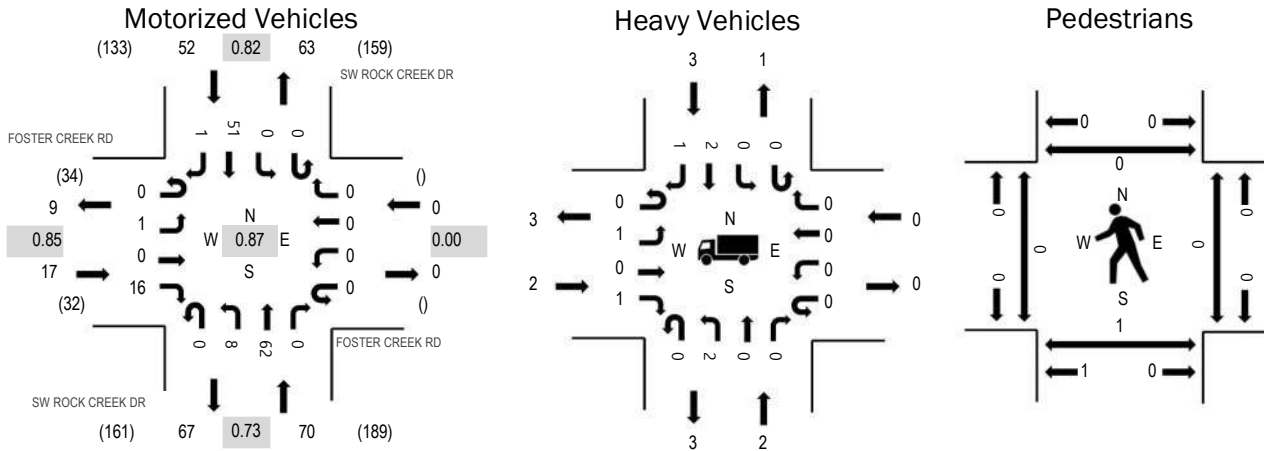
Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD PM

Date: Thursday, July 15, 2021

Peak Hour: 03:05 PM - 04:05 PM

Peak 15-Minutes: 03:05 PM - 03:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	11.8%	0.85
WB	0.0%	0.00
NB	2.9%	0.73
SB	5.8%	0.82
All	5.0%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	FOSTER CREEK RD Eastbound				FOSTER CREEK RD Westbound				SW ROCK CREEK DR Northbound				SW ROCK CREEK DR Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7	134
3:05 PM	0	0	0	3	0	0	0	0	0	1	8	0	0	0	1	0	13	139
3:10 PM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	6	0	13	137
3:15 PM	0	0	0	2	0	0	0	0	0	2	7	0	0	0	3	0	14	128
3:20 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	4	0	10	119
3:25 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	9	117
3:30 PM	0	0	0	1	0	0	0	0	0	2	3	0	0	0	6	1	13	113
3:35 PM	0	0	0	1	0	0	0	0	0	0	7	0	0	0	6	0	14	115
3:40 PM	0	0	0	3	0	0	0	0	0	0	5	0	0	0	4	0	12	115
3:45 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	5	0	9	110
3:50 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	4	0	11	109
3:55 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	3	0	9	114
4:00 PM	0	0	0	2	0	0	0	0	0	2	3	0	0	0	5	0	12	116
4:05 PM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	11	116
4:10 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	111
4:15 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	5	116
4:20 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	2	0	8	119
4:25 PM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	2	0	5	119
4:30 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	3	0	15	125
4:35 PM	0	0	0	0	0	0	0	0	0	3	6	0	0	0	5	0	14	121
4:40 PM	0	0	0	1	0	0	0	0	0	3	1	0	0	0	2	0	7	119
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	120
4:50 PM	0	0	0	1	0	0	0	0	0	1	8	0	0	0	5	1	16	120
4:55 PM	0	1	0	1	0	0	0	0	0	3	5	0	0	0	1	0	11	110
5:00 PM	0	0	0	1	0	0	0	0	0	1	4	0	0	0	6	0	12	104
5:05 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	6	
5:10 PM	0	0	0	3	0	0	0	0	0	0	2	0	0	0	4	0	9	

Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD PM

5:15 PM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	1	0	8
5:20 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	3	0	8
5:25 PM	0	0	0	0	0	0	0	0	0	3	4	0	0	0	4	0	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0	11
5:35 PM	0	0	0	1	0	0	0	0	0	1	4	0	0	0	6	0	12
5:40 PM	0	0	0	1	0	0	0	0	0	1	3	0	0	0	2	1	8
5:45 PM	0	0	0	0	0	0	0	0	1	1	3	0	0	0	3	0	8
5:50 PM	0	0	0	2	0	0	0	0	0	1	2	0	0	0	1	0	6
5:55 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Count Total	0	2	0	30	0	0	0	0	1	31	157	0	0	0	130	3	354
Peak Hour	0	1	0	16	0	0	0	0	0	8	62	0	0	0	51	1	139

Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	1	0	0	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	2	2	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	1	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	1	0	0	0	1	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	1	0	0	1
3:50 PM	1	0	0	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	2	0	4	8	Count Total	0	0	0	0	0	Count Total	0	1	0	0	1
Peak Hour	2	2	0	3	7	Peak Hour	0	0	0	0	0	Peak Hour	0	1	0	0	1



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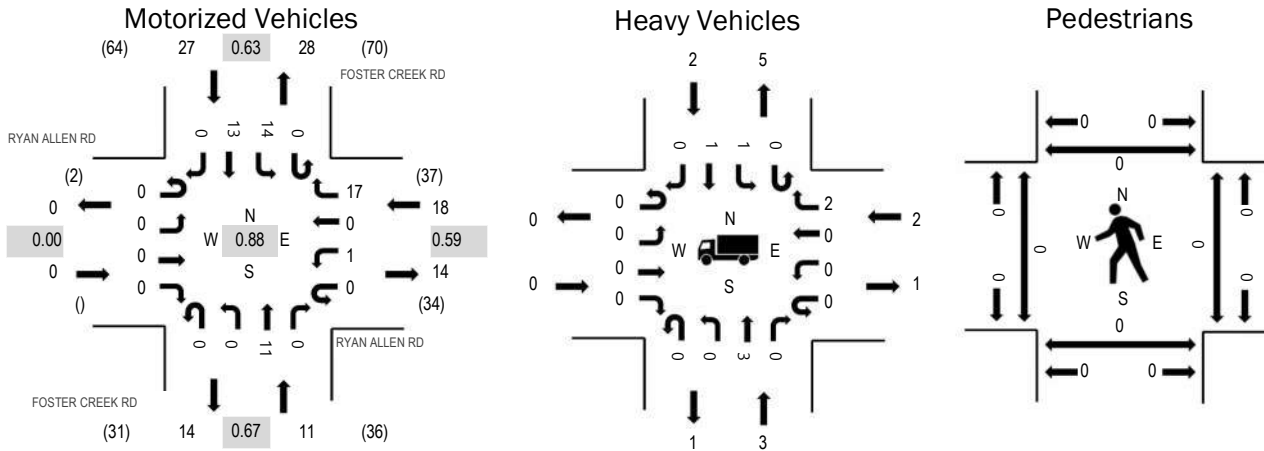
Location: 9 FOSTER CREEK RD & RYAN ALLEN RD PM

Date: Thursday, July 15, 2021

Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:20 PM - 03:35 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	11.1%	0.59
NB	27.3%	0.67
SB	7.4%	0.63
All	12.5%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	RYAN ALLEN RD Eastbound				RYAN ALLEN RD Westbound				FOSTER CREEK RD Northbound				FOSTER CREEK RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	4	55
3:05 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	0	6	55
3:10 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	53
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0	5	56
3:20 PM	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	0	5	53
3:25 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	5	56
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	0	6	56
3:35 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	1	0	5	51
3:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	51
3:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	3	1	0	7	55
3:50 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1	0	5	50
3:55 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	48
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	53
4:05 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	4	51
4:10 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	4	48
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	46
4:20 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	3	1	0	8	45
4:25 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	1	0	5	40
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	37
4:35 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	5	41
4:40 PM	0	0	0	0	0	0	1	2	0	0	4	0	0	0	1	0	8	40
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	36
4:50 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	35
4:55 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	1	1	0	7	36
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	29
5:05 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD PM

5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:20 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3
5:25 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	2	0	0	5
5:35 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	4
5:40 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	2	34	0	0	36	0	0	34	30	0	137
Peak Hour	0	0	0	0	0	1	0	17	0	0	11	0	0	14	13	0	56

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	1	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	1	0	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	1	1	0	2	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	1	1	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	1	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	3	2	4	9	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	3	2	2	7	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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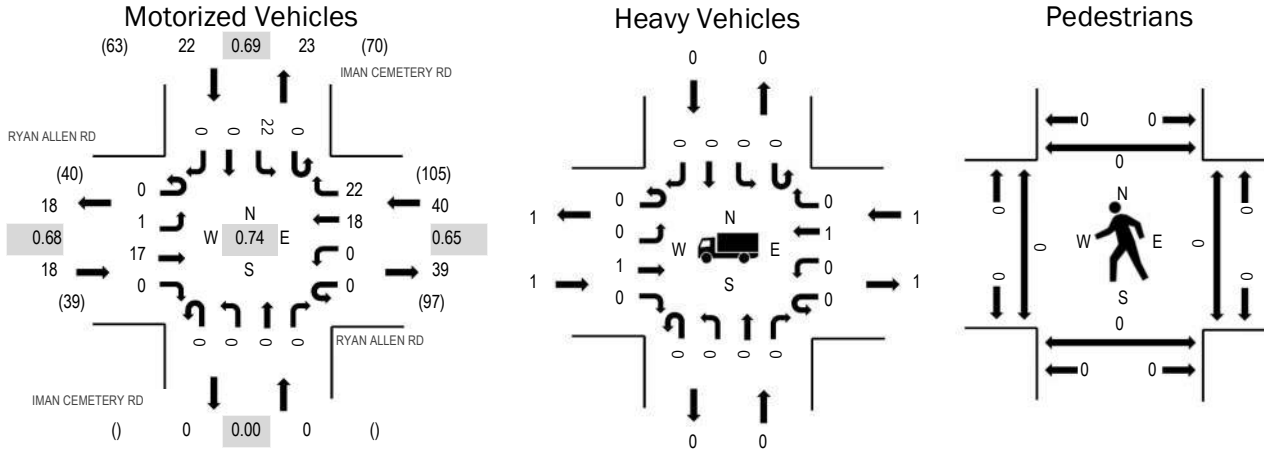
Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD PM

Date: Thursday, July 15, 2021

Peak Hour: 03:45 PM - 04:45 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.6%	0.68
WB	2.5%	0.65
NB	0.0%	0.00
SB	0.0%	0.69
All	2.5%	0.74

Traffic Counts - Motorized Vehicles

Interval Start Time	RYAN ALLEN RD Eastbound				RYAN ALLEN RD Westbound				IMAN CEMETERY RD Northbound				IMAN CEMETERY RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	1	5	70
3:05 PM	0	1	2	0	0	0	1	4	0	0	0	0	0	1	0	0	9	69
3:10 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	69
3:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	5	71
3:20 PM	0	0	1	0	0	0	3	1	0	0	0	0	0	1	0	0	6	70
3:25 PM	0	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	4	73
3:30 PM	0	0	1	0	0	0	4	2	0	0	0	0	0	5	0	0	12	76
3:35 PM	0	0	1	0	0	0	0	3	0	0	0	0	0	3	0	0	7	72
3:40 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	4	73
3:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	5	80
3:50 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	7	76
3:55 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	74
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	4	78
4:05 PM	0	0	3	0	0	0	1	3	0	0	0	0	0	2	0	0	9	78
4:10 PM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5	72
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	4	72
4:20 PM	0	0	4	0	0	0	3	2	0	0	0	0	0	0	0	0	9	77
4:25 PM	0	1	1	0	0	0	0	3	0	0	0	0	0	2	0	0	7	76
4:30 PM	0	0	1	0	0	0	1	3	0	0	0	0	0	3	0	0	8	75
4:35 PM	0	0	0	0	0	0	2	4	0	0	0	0	0	2	0	0	8	73
4:40 PM	0	0	0	0	0	0	5	2	0	0	0	0	0	4	0	0	11	70
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	62
4:50 PM	0	0	1	0	0	0	1	2	0	0	0	0	0	1	0	0	5	65
4:55 PM	0	0	1	0	0	0	1	2	0	0	0	0	0	3	0	0	7	60
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	59
5:05 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	
5:10 PM	0	0	0	0	0	0	1	3	0	0	0	0	0	1	0	0	5	
5:15 PM	0	0	1	0	0	0	0	6	0	0	0	0	0	2	0	0	9	

Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD PM

5:20 PM	0	0	1	0	0	0	1	5	0	0	0	0	0	1	0	0	8
5:25 PM	0	0	2	0	0	0	1	2	0	0	0	0	0	1	0	0	6
5:30 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	2	0	1	6
5:35 PM	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	5
5:40 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3
5:45 PM	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	1	0	0	0	0	2	0	0	0	0	0	3	0	0	6
Count Total	0	2	37	0	0	0	37	68	0	0	0	0	0	60	0	3	207
Peak Hour	0	1	17	0	0	0	18	22	0	0	0	0	0	22	0	0	80

Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	1	0	0	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	1	0	0	0	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	3	0	1	1	5	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	1	0	1	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR PM



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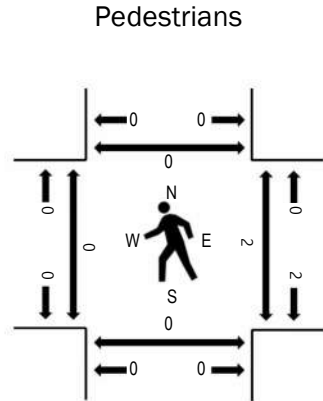
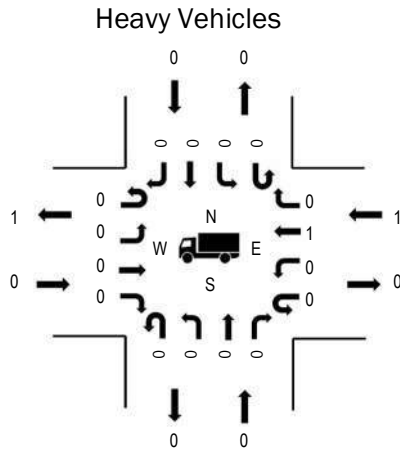
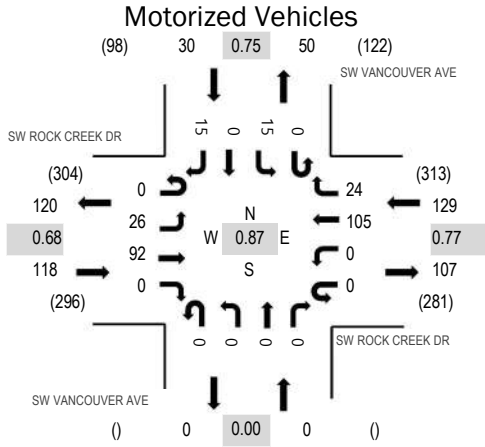
Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR PM

Date: Thursday, July 15, 2021

Peak Hour: 03:50 PM - 04:50 PM

Peak 15-Minutes: 04:35 PM - 04:50 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.68
WB	0.8%	0.77
NB	0.0%	0.00
SB	0.0%	0.75
All	0.4%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	SW ROCK CREEK DR Eastbound				SW ROCK CREEK DR Westbound				SW VANCOUVER AVE Northbound				SW VANCOUVER AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	4	10	0	0	0	2	1	0	0	0	0	0	3	0	0	20	255
3:05 PM	0	1	4	0	0	0	3	1	0	0	0	0	0	2	0	4	15	253
3:10 PM	0	0	6	0	0	0	4	4	0	0	0	0	0	1	0	0	15	256
3:15 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	4	0	4	17	255
3:20 PM	0	3	4	0	0	0	12	0	0	0	0	0	0	0	0	2	21	253
3:25 PM	0	0	6	0	0	0	7	1	0	0	0	0	0	3	0	2	19	257
3:30 PM	0	1	4	0	0	0	11	0	0	0	0	0	0	1	0	0	17	261
3:35 PM	0	1	5	0	0	0	13	1	0	0	0	0	0	1	0	1	22	273
3:40 PM	0	5	6	0	0	0	7	4	0	0	0	0	0	0	0	5	27	275
3:45 PM	0	1	12	0	0	0	8	1	0	0	0	0	0	3	0	2	27	273
3:50 PM	0	4	8	0	0	0	8	1	0	0	0	0	0	0	0	4	25	277
3:55 PM	0	3	17	0	0	0	5	2	0	0	0	0	0	2	0	1	30	270
4:00 PM	0	3	4	0	0	0	6	2	0	0	0	0	0	2	0	1	18	256
4:05 PM	0	0	7	0	0	0	10	1	0	0	0	0	0	0	0	0	18	261
4:10 PM	0	2	2	0	0	0	9	1	0	0	0	0	0	0	0	0	14	250
4:15 PM	0	2	4	0	0	0	4	3	0	0	0	0	0	2	0	0	15	248
4:20 PM	0	5	9	0	0	0	7	2	0	0	0	0	0	1	0	1	25	256
4:25 PM	0	0	5	0	0	0	12	5	0	0	0	0	0	1	0	0	23	259
4:30 PM	0	2	9	0	0	0	12	2	0	0	0	0	0	2	0	2	29	259
4:35 PM	0	3	7	0	0	0	10	1	0	0	0	0	0	2	0	1	24	250
4:40 PM	0	1	12	0	0	0	8	2	0	0	0	0	0	0	0	2	25	230
4:45 PM	0	1	8	0	0	0	14	2	0	0	0	0	0	3	0	3	31	220
4:50 PM	0	1	8	0	0	0	7	2	0	0	0	0	0	0	0	0	18	207
4:55 PM	0	2	7	0	0	0	3	2	0	0	0	0	0	1	0	1	16	198
5:00 PM	0	3	7	0	0	0	10	1	0	0	0	0	0	1	0	1	23	196
5:05 PM	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	1	7	7
5:10 PM	0	0	1	0	0	0	5	4	0	0	0	0	0	0	0	2	12	201

Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR PM

5:15 PM	0	1	10	0	0	0	7	1	0	0	0	0	0	0	0	4	23
5:20 PM	0	2	11	0	0	0	9	1	0	0	0	0	0	2	0	3	28
5:25 PM	0	2	10	0	0	0	8	2	0	0	0	0	0	1	0	0	23
5:30 PM	0	2	5	0	0	0	5	5	0	0	0	0	0	2	0	1	20
5:35 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	4
5:40 PM	0	1	3	0	0	0	7	0	0	0	0	0	0	1	0	3	15
5:45 PM	0	1	8	0	0	0	3	5	0	0	0	0	0	0	0	1	18
5:50 PM	0	0	2	0	0	0	5	1	0	0	0	0	0	0	0	1	9
5:55 PM	0	1	6	0	0	0	2	1	0	0	0	0	0	2	0	2	14
Count Total	0	58	238	0	0	0	249	64	0	0	0	0	0	43	0	55	707
Peak Hour	0	26	92	0	0	0	105	24	0	0	0	0	0	15	0	15	277

Location: 12 SW VANCOUVER AVE & SW ROCK CREEK DR PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	1	0	1	1	3	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	1	0	0	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	1	0	1	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	2	0	2
3:40 PM	0	0	1	1	2	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	1	0	0	0	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	2	0	0	0	2	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	2	0	2
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	2	0	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	4	0	4	2	10	Count Total	2	0	1	1	4	Count Total	0	0	8	0	8
Peak Hour	0	0	1	0	1	Peak Hour	2	0	0	0	2	Peak Hour	0	0	2	0	2

Location: 13 SCHOOL ST & SW VANCOUVER AVE PM



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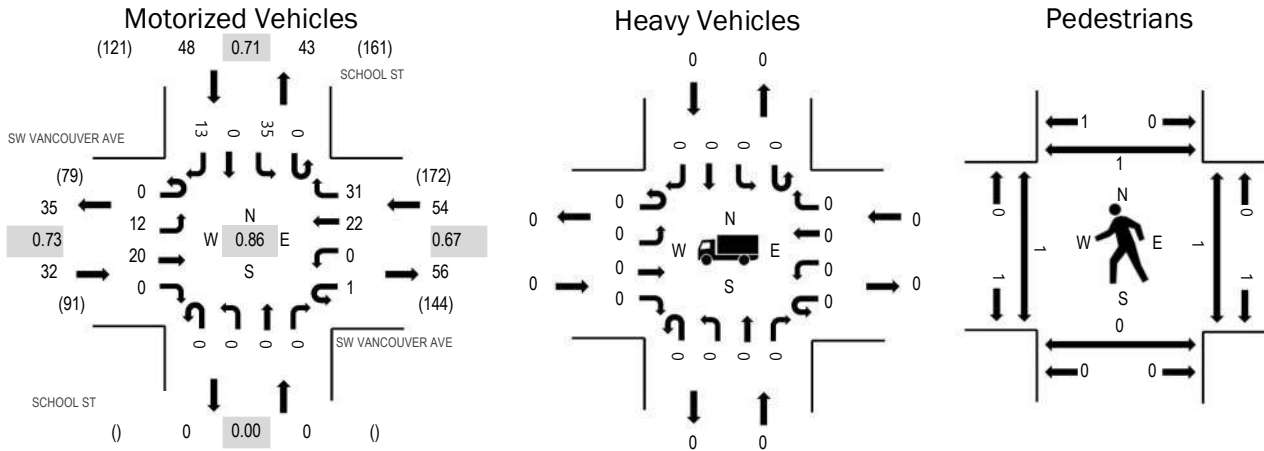
Location: 13 SCHOOL ST & SW VANCOUVER AVE PM

Date: Thursday, July 15, 2021

Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.73
WB	0.0%	0.67
NB	0.0%	0.00
SB	0.0%	0.71
All	0.0%	0.86

Traffic Counts - Motorized Vehicles

Interval Start Time	SW VANCOUVER AVE Eastbound				SW VANCOUVER AVE Westbound				SCHOOL ST Northbound				SCHOOL ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	1	4	0	0	0	4	1	0	0	0	0	0	7	0	0	17	134
3:05 PM	0	2	1	0	0	0	3	1	0	0	0	0	0	0	0	1	8	125
3:10 PM	0	2	1	0	0	0	0	6	0	0	0	0	0	2	0	0	11	128
3:15 PM	0	1	1	0	0	0	3	5	0	0	0	0	0	2	0	0	12	128
3:20 PM	0	0	1	0	0	0	1	5	0	0	0	0	0	5	0	1	13	129
3:25 PM	0	3	1	0	0	0	2	3	0	0	0	0	0	4	0	1	14	128
3:30 PM	0	0	0	0	1	0	0	3	0	0	0	0	0	2	0	2	8	127
3:35 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	5	0	0	8	128
3:40 PM	0	1	2	0	0	0	0	1	0	0	0	0	0	3	0	4	11	130
3:45 PM	0	0	4	0	0	0	2	3	0	0	0	0	0	2	0	3	14	131
3:50 PM	0	0	3	0	0	0	2	2	0	0	0	0	0	3	0	0	10	129
3:55 PM	0	1	2	0	0	0	3	1	0	0	0	0	0	0	0	1	8	128
4:00 PM	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	1	8	127
4:05 PM	0	1	2	0	0	0	1	5	0	0	0	0	0	2	0	0	11	126
4:10 PM	0	2	1	0	0	0	1	6	0	0	0	0	0	1	0	0	11	131
4:15 PM	0	1	2	0	0	0	0	5	0	0	0	0	0	4	0	1	13	132
4:20 PM	0	1	2	0	0	0	0	3	0	0	0	0	0	6	0	0	12	130
4:25 PM	1	2	4	0	0	0	0	3	0	0	0	0	0	3	0	0	13	128
4:30 PM	0	1	1	0	0	0	0	2	0	0	0	0	0	5	0	0	9	121
4:35 PM	0	0	2	0	0	0	0	4	0	0	0	0	0	4	0	0	10	122
4:40 PM	0	2	0	0	0	0	2	4	0	0	0	0	0	2	0	2	12	124
4:45 PM	0	2	2	0	0	0	1	2	0	0	0	0	0	4	0	1	12	121
4:50 PM	0	1	1	0	0	0	0	5	0	0	0	0	0	2	0	0	9	124
4:55 PM	0	0	1	0	0	0	0	3	0	0	0	0	0	1	0	2	7	119
5:00 PM	0	0	2	0	0	0	1	4	0	0	0	0	0	0	0	0	7	123
5:05 PM	0	3	2	0	0	0	4	6	0	0	0	0	0	1	0	0	16	
5:10 PM	0	1	0	0	0	0	3	7	0	0	0	0	0	1	0	0	12	

Location: 13 SCHOOL ST & SW VANCOUVER AVE PM

5:15 PM	0	1	2	0	0	0	2	1	0	0	0	0	0	4	0	1	11
5:20 PM	0	0	0	0	0	0	2	3	0	0	0	0	0	5	0	0	10
5:25 PM	0	1	1	0	0	0	1	3	0	0	0	0	0	0	0	0	6
5:30 PM	0	3	1	0	0	0	1	0	0	0	0	0	0	5	0	0	10
5:35 PM	0	3	0	0	0	0	0	7	0	0	0	0	0	1	0	1	12
5:40 PM	0	1	0	0	0	0	3	2	0	0	0	0	0	2	0	1	9
5:45 PM	1	1	1	0	0	0	1	8	0	0	0	0	0	2	0	1	15
5:50 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	4
5:55 PM	0	0	0	0	0	0	1	4	0	0	0	0	0	3	0	3	11
Count Total	2	40	49	0	1	0	50	121	0	0	0	0	0	94	0	27	384
Peak Hour	0	12	20	0	1	0	22	31	0	0	0	0	0	35	0	13	134

Location: 13 SCHOOL ST & SW VANCOUVER AVE PM

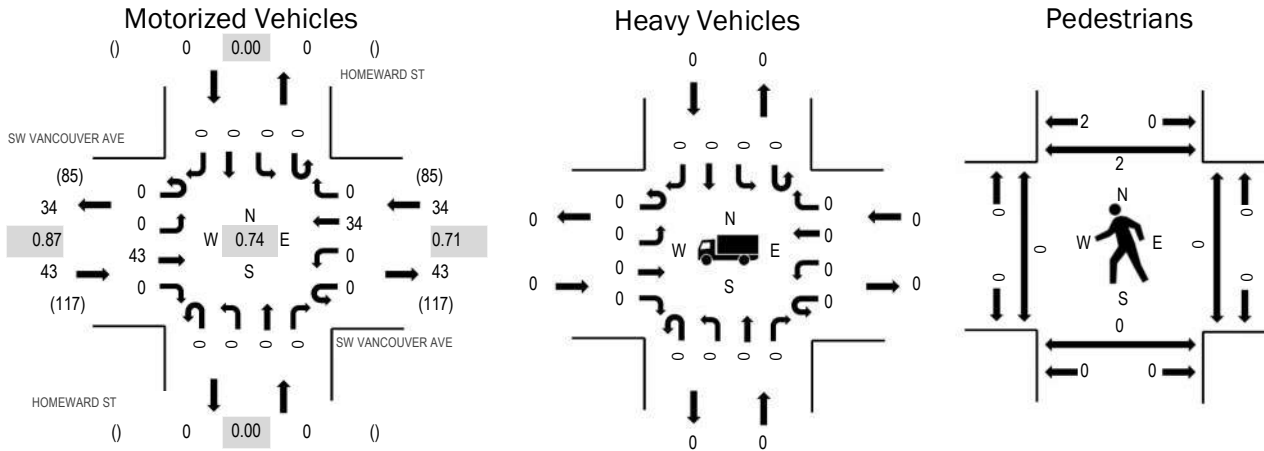
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	1	0	1
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	1	0	0	1	2
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	3	3
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	0	1	0	1	Count Total	1	0	1	6	8
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	1	0	1	1	3



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.87
WB	0.0%	0.71
NB	0.0%	0.00
SB	0.0%	0.00
All	0.0%	0.74

Traffic Counts - Motorized Vehicles

Interval Start Time	SW VANCOUVER AVE Eastbound				SW VANCOUVER AVE Westbound				HOMEWARD ST Northbound				HOMEWARD ST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	76
3:05 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	75
3:10 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	73
3:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	76
3:20 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	77
3:25 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	74
3:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	75
3:35 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	74
3:40 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	73
3:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	76
3:50 PM	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	74
3:55 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	9	67
4:00 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	64
4:05 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	61
4:10 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	65
4:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	65
4:20 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	66
4:25 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	67
4:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	64
4:35 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	62
4:40 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	65
4:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	62
4:50 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	65
4:55 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	68
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	62
5:05 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11	
5:10 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	

Location: 14 HOMEWARD ST & SW VANCOUVER AVE PM

5:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5
5:20 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
5:25 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:35 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8
5:40 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7
5:50 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	117	0	0	0	85	0	0	0	0	0	0	0	0	0	202
Peak Hour	0	0	43	0	0	0	34	0	0	0	0	0	0	0	0	0	77

Location: 14 HOMEWARD ST & SW VANCOUVER AVE PM

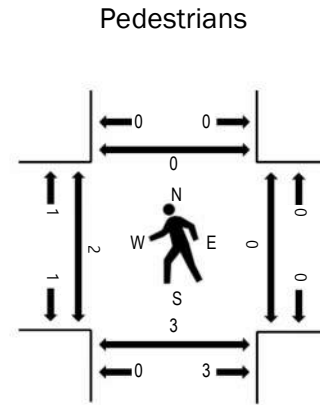
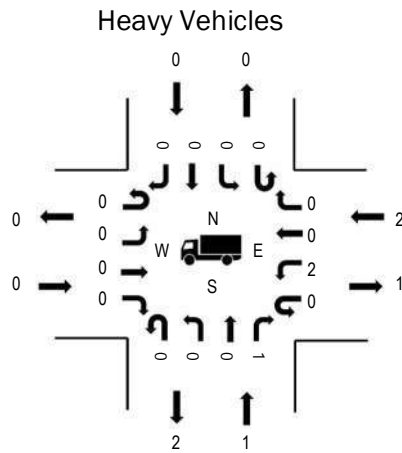
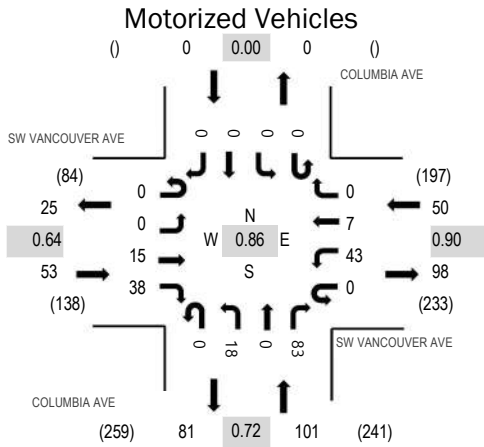
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	1	0	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	1	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	2	2
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	2	2
4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	1	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	1	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	1	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	0	2	0	3	Count Total	2	0	1	3	Count Total	0	0	0	6	6	
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	Peak Hour	0	0	0	2	2	



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.64
WB	4.0%	0.90
NB	1.0%	0.72
SB	0.0%	0.00
All	1.5%	0.86

Traffic Counts - Motorized Vehicles

Interval Start Time	SW VANCOUVER AVE Eastbound				SW VANCOUVER AVE Westbound				COLUMBIA AVE Northbound				COLUMBIA AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	3	5	0	3	2	0	0	0	0	2	0	0	0	0	15	196
3:05 PM	0	0	0	1	0	4	1	0	0	1	0	5	0	0	0	0	12	197
3:10 PM	0	0	1	3	0	9	1	0	0	0	0	3	0	0	0	0	17	203
3:15 PM	0	0	0	3	0	3	2	0	0	0	0	3	0	0	0	0	11	197
3:20 PM	0	0	1	1	0	5	1	0	0	1	0	9	0	0	0	0	18	200
3:25 PM	0	0	3	3	0	2	2	0	0	5	0	5	0	0	0	0	20	195
3:30 PM	0	0	0	2	0	10	0	0	0	2	0	5	0	0	0	0	19	193
3:35 PM	0	0	1	3	0	6	2	0	0	0	0	4	0	0	0	0	16	193
3:40 PM	0	0	1	3	0	3	1	0	0	0	0	10	0	0	0	0	18	195
3:45 PM	0	0	1	3	0	7	0	0	0	2	0	3	0	0	0	0	16	194
3:50 PM	0	0	2	2	0	6	3	0	0	3	0	0	0	0	0	0	16	193
3:55 PM	0	0	1	4	0	6	1	0	0	4	0	2	0	0	0	0	18	187
4:00 PM	0	0	0	3	0	6	1	0	0	1	0	5	0	0	0	0	16	184
4:05 PM	0	0	2	2	0	4	2	0	0	1	0	7	0	0	0	0	18	185
4:10 PM	0	0	2	0	0	6	0	0	0	2	0	1	0	0	0	0	11	186
4:15 PM	0	0	1	3	0	5	1	0	0	0	0	4	0	0	0	0	14	191
4:20 PM	0	0	1	3	0	3	1	0	0	0	0	5	0	0	0	0	13	197
4:25 PM	0	0	1	2	0	4	0	0	0	5	0	6	0	0	0	0	18	198
4:30 PM	0	0	3	3	0	3	1	0	0	1	0	8	0	0	0	0	19	200
4:35 PM	0	0	3	3	0	5	0	0	0	2	0	5	0	0	0	0	18	203
4:40 PM	0	0	0	2	0	6	1	0	0	1	0	7	0	0	0	0	17	202
4:45 PM	0	0	0	1	0	4	0	0	0	2	0	8	0	0	0	0	15	204
4:50 PM	0	0	0	2	0	1	0	0	0	2	0	5	0	0	0	0	10	202
4:55 PM	0	0	1	6	0	3	1	0	0	0	0	4	0	0	0	0	15	198
5:00 PM	0	0	0	5	0	6	1	0	0	1	0	4	0	0	0	0	17	196
5:05 PM	0	0	4	2	0	4	0	0	0	2	0	7	0	0	0	0	19	
5:10 PM	0	0	1	0	0	4	1	0	0	1	0	9	0	0	0	0	16	

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE PM

5:15 PM	0	0	0	2	0	1	0	0	0	2	0	15	0	0	0	0	20
5:20 PM	0	0	0	4	0	2	1	0	0	1	0	6	0	0	0	0	14
5:25 PM	0	0	2	2	0	5	0	0	0	1	0	10	0	0	0	0	20
5:30 PM	0	0	3	5	0	7	1	0	0	1	0	5	0	0	0	0	22
5:35 PM	0	0	3	4	0	4	1	0	0	2	0	3	0	0	0	0	17
5:40 PM	0	0	1	5	0	2	1	0	0	3	0	7	0	0	0	0	19
5:45 PM	0	0	1	1	0	4	0	0	0	2	0	5	0	0	0	0	13
5:50 PM	0	0	0	1	0	3	1	0	0	0	0	1	0	0	0	0	6
5:55 PM	0	0	0	1	0	8	2	0	0	0	0	2	0	0	0	0	13
Count Total	0	0	43	95	0	164	33	0	0	51	0	190	0	0	0	0	576
Peak Hour	0	0	15	38	0	43	7	0	0	18	0	83	0	0	0	0	204

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE PM

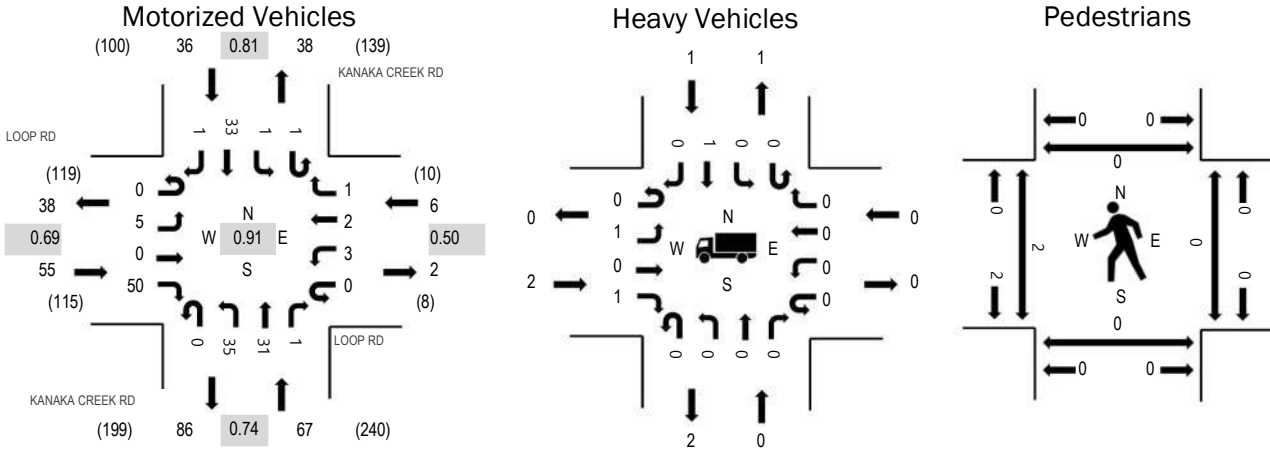
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	1	0	0	1	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	1	1	1	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	1	1	1	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	0	1
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	1	1	1	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0	5:10 PM	1	3	0	0	4
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	1	1	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1
Count Total	1	2	4	0	7	Count Total	0	1	3	4	4	Count Total	5	3	1	0	9
Peak Hour	0	1	2	0	3	Peak Hour	0	0	0	0	0	Peak Hour	2	3	0	0	5



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.69
WB	0.0%	0.50
NB	0.0%	0.74
SB	2.8%	0.81
All	1.8%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	LOOP RD Eastbound				LOOP RD Westbound				KANAKA CREEK RD Northbound				KANAKA CREEK RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	1	0	2	0	0	1	0	0	0	5	0	0	0	2	0	11	156
3:05 PM	0	0	0	2	0	0	0	0	0	4	1	0	0	0	4	2	13	162
3:10 PM	0	1	0	7	0	0	0	0	0	3	1	1	0	0	1	0	14	164
3:15 PM	0	0	0	3	0	0	0	0	0	2	1	0	0	0	2	0	8	158
3:20 PM	0	0	0	4	0	1	0	0	0	5	3	0	1	1	1	0	16	161
3:25 PM	0	0	0	3	0	0	0	0	0	4	5	0	0	0	1	1	14	156
3:30 PM	0	0	0	5	0	0	0	0	0	3	1	0	0	0	5	0	14	155
3:35 PM	0	0	0	5	0	0	0	0	0	4	2	0	0	0	3	0	14	154
3:40 PM	0	0	0	1	0	1	1	0	0	3	7	0	0	0	2	0	15	157
3:45 PM	0	0	0	4	0	0	0	0	0	2	1	0	0	0	3	0	10	158
3:50 PM	0	1	0	5	0	0	0	1	0	0	2	0	0	0	5	0	14	159
3:55 PM	0	2	0	6	0	0	0	0	0	1	2	0	0	0	2	0	13	152
4:00 PM	0	1	0	5	0	0	1	0	0	3	2	0	0	0	5	0	17	148
4:05 PM	0	0	0	2	0	1	0	0	0	5	4	0	0	0	3	0	15	143
4:10 PM	0	0	0	4	0	0	0	0	0	0	2	1	0	0	1	0	8	142
4:15 PM	0	0	0	2	0	0	0	0	0	2	2	1	1	0	3	0	11	149
4:20 PM	0	1	0	3	0	0	0	0	0	1	3	1	0	0	1	1	11	153
4:25 PM	0	1	0	2	0	1	0	0	0	1	7	0	0	0	1	0	13	152
4:30 PM	0	0	0	3	0	0	0	0	0	3	5	0	0	0	1	1	13	156
4:35 PM	0	1	0	3	0	0	0	0	0	3	7	0	0	0	3	0	17	159
4:40 PM	0	0	0	2	0	0	0	0	0	4	4	0	0	0	5	1	16	153
4:45 PM	0	0	0	4	0	0	0	0	0	2	5	0	0	0	0	0	11	150
4:50 PM	0	0	0	1	0	0	0	0	0	4	2	0	0	0	0	0	7	150
4:55 PM	0	0	0	2	0	0	0	0	0	2	3	0	0	0	2	0	9	158
5:00 PM	0	0	0	3	0	1	0	0	0	4	0	0	0	0	4	0	12	161
5:05 PM	0	0	0	1	0	0	0	0	0	5	5	0	0	0	3	0	14	
5:10 PM	0	0	0	3	0	0	0	0	0	4	6	0	0	0	2	0	15	

Location: 16 KANAKA CREEK RD & LOOP RD PM

5:15 PM	0	0	0	1	0	0	0	0	0	8	6	0	0	0	0	0	15
5:20 PM	0	0	0	0	0	0	0	0	0	3	5	0	0	0	2	0	10
5:25 PM	0	0	0	3	0	0	0	0	0	6	5	0	0	0	3	0	17
5:30 PM	0	0	0	5	0	0	0	0	0	6	2	0	0	0	2	1	16
5:35 PM	0	0	0	1	0	0	0	0	0	4	2	0	0	0	4	0	11
5:40 PM	0	1	0	1	0	0	0	0	0	2	5	1	0	0	3	0	13
5:45 PM	0	0	0	0	0	0	0	0	0	3	5	0	0	0	3	0	11
5:50 PM	0	0	1	1	0	1	0	0	0	2	7	0	0	1	2	0	15
5:55 PM	0	0	0	5	0	0	0	0	0	1	1	0	0	0	5	0	12
Count Total	0	10	1	104	0	6	3	1	0	109	126	5	2	2	89	7	465
Peak Hour	0	5	0	50	0	3	2	1	0	35	31	1	1	1	33	1	164

Location: 16 KANAKA CREEK RD & LOOP RD PM

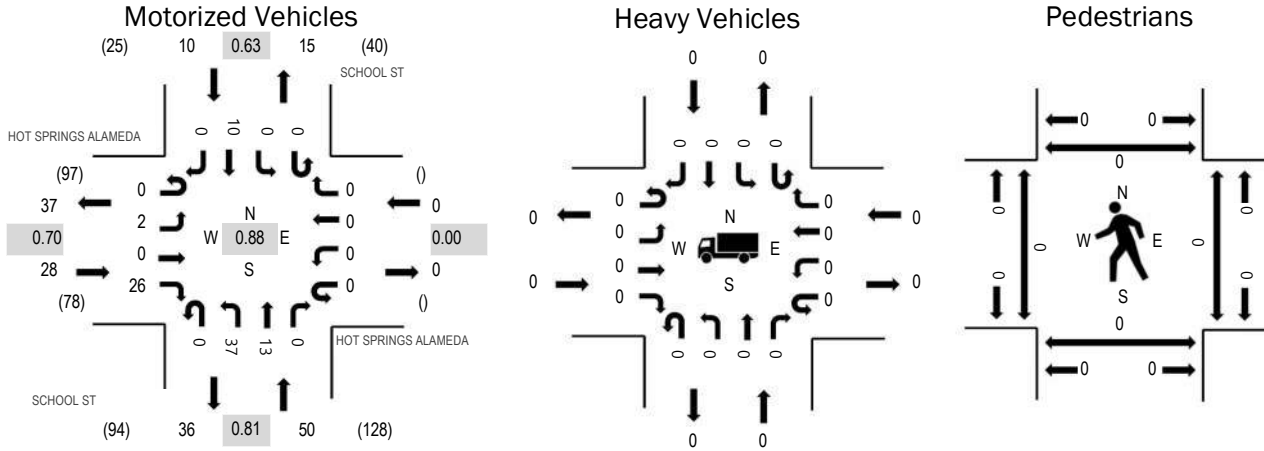
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	1	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	2	0	0	0	2
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	1	0	0	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	1	0	0	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	1	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	1	0	1
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1	5:30 PM	1	0	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1	5:45 PM	2	1	0	0	3
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	1	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	1	0	3	6	Count Total	1	1	0	0	2	Count Total	7	1	4	0	12
Peak Hour	2	0	0	1	3	Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.70
WB	0.0%	0.00
NB	0.0%	0.81
SB	0.0%	0.63
All	0.0%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	HOT SPRINGS ALAMEDA Eastbound				HOT SPRINGS ALAMEDA Westbound				SCHOOL ST Northbound				SCHOOL ST Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
3:00 PM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4	70
3:05 PM	0	0	0	3	0	0	0	0	0	1	1	0	0	0	1	1	0	7	70
3:10 PM	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	1	0	6	69
3:15 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	73
3:20 PM	0	0	0	2	0	0	0	0	0	3	2	0	0	0	1	0	0	8	73
3:25 PM	0	0	0	5	0	0	0	0	0	2	2	0	0	0	0	0	0	9	71
3:30 PM	0	0	0	3	0	0	0	0	0	1	1	0	0	0	2	0	0	7	71
3:35 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	4	73
3:40 PM	0	0	0	4	0	0	0	0	0	3	0	0	0	0	1	0	0	8	74
3:45 PM	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	5	73
3:50 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	78
3:55 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	4	81
4:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	4	85
4:05 PM	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	6	84
4:10 PM	0	0	0	2	0	0	0	0	0	5	2	0	0	0	0	1	0	10	87
4:15 PM	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	5	82
4:20 PM	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	6	88
4:25 PM	0	0	0	3	0	0	0	0	0	3	2	0	0	0	1	0	0	9	86
4:30 PM	0	0	0	3	0	0	0	0	0	4	0	0	0	0	2	0	0	9	78
4:35 PM	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	5	77
4:40 PM	0	0	0	3	0	0	0	0	0	3	0	0	0	0	1	0	0	7	82
4:45 PM	0	0	0	2	0	0	0	0	0	4	2	0	0	0	2	0	0	10	79
4:50 PM	0	0	0	2	0	0	0	0	0	3	1	0	0	0	0	0	0	6	76
4:55 PM	0	1	0	1	0	0	0	0	0	3	1	0	0	0	2	0	0	8	75
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	76
5:05 PM	0	0	0	1	0	0	0	0	0	3	5	0	0	0	0	0	0	9	88
5:10 PM	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	5	88

Location: 17 SCHOOL ST & HOT SPRINGS ALAMEDA PM

5:15 PM	0	1	0	4	0	0	0	0	0	2	2	0	0	0	2	0	11
5:20 PM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	4
5:25 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	1	8
5:35 PM	0	1	0	1	0	0	0	0	0	6	2	0	0	0	0	0	10
5:40 PM	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	0	1	0	0	0	0	0	3	3	0	0	0	0	0	7
5:50 PM	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	5
5:55 PM	0	0	0	3	0	0	0	0	0	3	0	0	0	0	3	0	9
Count Total	1	4	0	73	0	0	0	0	0	92	36	0	0	0	21	4	231
Peak Hour	0	2	0	26	0	0	0	0	0	37	13	0	0	0	10	0	88

Location: 17 SCHOOL ST & HOT SPRINGS ALAMEDA PM

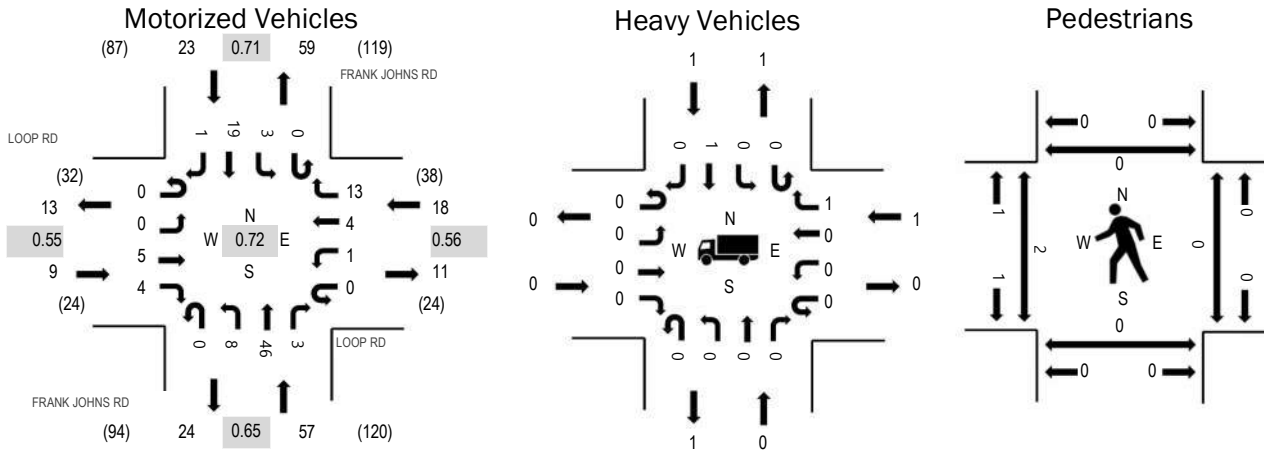
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	1	0	0	1	3:25 PM	0	0	0	0	0	3:25 PM	2	0	0	0	2
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	1	1	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	2	2
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	1	0	0	0	1
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1
Count Total	0	1	0	1	2	Count Total	0	0	0	0	0	Count Total	4	0	0	2	6
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.55
WB	5.6%	0.56
NB	0.0%	0.65
SB	4.3%	0.71
All	1.9%	0.72

Traffic Counts - Motorized Vehicles

Interval Start Time	LOOP RD Eastbound				LOOP RD Westbound				FRANK JOHNS RD Northbound				FRANK JOHNS RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	77
3:05 PM	0	0	0	1	0	2	0	1	0	0	1	0	0	0	2	0	7	75
3:10 PM	0	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	5	77
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4	76
3:20 PM	0	0	0	0	0	1	1	0	0	1	1	0	0	0	2	1	7	80
3:25 PM	0	0	0	1	0	0	0	1	0	0	4	0	0	1	1	1	9	78
3:30 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	0	6	81
3:35 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	4	84
3:40 PM	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2	0	7	95
3:45 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	6	101
3:50 PM	0	0	0	0	0	0	1	1	0	0	2	0	0	0	5	0	9	102
3:55 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	95
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	6	93
4:05 PM	0	0	0	1	0	0	0	1	0	0	4	0	0	1	2	0	9	96
4:10 PM	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	4	97
4:15 PM	0	0	0	2	0	0	0	0	0	1	0	1	0	0	4	0	8	101
4:20 PM	0	0	1	0	0	0	0	0	0	1	2	0	0	0	1	0	5	101
4:25 PM	0	0	0	0	0	0	0	3	0	0	8	0	0	0	1	0	12	107
4:30 PM	0	0	1	0	0	0	1	0	0	0	4	0	0	1	2	0	9	103
4:35 PM	0	0	2	0	0	0	0	1	0	3	6	1	0	0	2	0	15	99
4:40 PM	0	0	0	0	0	1	2	2	0	0	3	0	0	0	5	0	13	92
4:45 PM	0	0	0	0	0	0	0	2	0	1	4	0	0	0	0	0	7	88
4:50 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	90
4:55 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	94
5:00 PM	0	0	0	1	0	0	0	2	0	0	1	2	0	0	3	0	9	99
5:05 PM	0	0	0	0	0	0	0	1	0	2	3	0	0	1	3	0	10	
5:10 PM	0	0	0	1	0	0	1	0	0	1	3	0	0	1	1	0	8	

Location: 18 FRANK JOHNS RD & LOOP RD PM

5:15 PM	0	0	0	0	0	0	0	2	0	0	6	0	0	0	0	8	
5:20 PM	0	0	2	1	0	0	0	0	0	1	5	0	0	0	1	11	
5:25 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	3	8	
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	
5:35 PM	0	0	0	0	0	0	2	0	0	0	2	0	0	1	3	8	
5:40 PM	0	0	0	0	0	0	1	2	0	1	3	0	0	0	2	9	
5:45 PM	0	0	0	0	0	0	0	1	0	2	3	0	0	0	3	9	
5:50 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	1	1	6	
5:55 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	1	4	8	
Count Total	0	0	11	13	0	6	12	20	0	17	99	4	0	9	75	3	269
Peak Hour	0	0	5	4	0	1	4	13	0	8	46	3	0	3	19	1	107

Location: 18 FRANK JOHNS RD & LOOP RD PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	1	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	1	0	0	0	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	0	0	0	0	0	4:35 PM	2	0	0	0	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	1	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	2	1	3	7	Count Total	0	0	0	0	0	Count Total	5	0	0	0	5
Peak Hour	0	0	1	1	2	Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2



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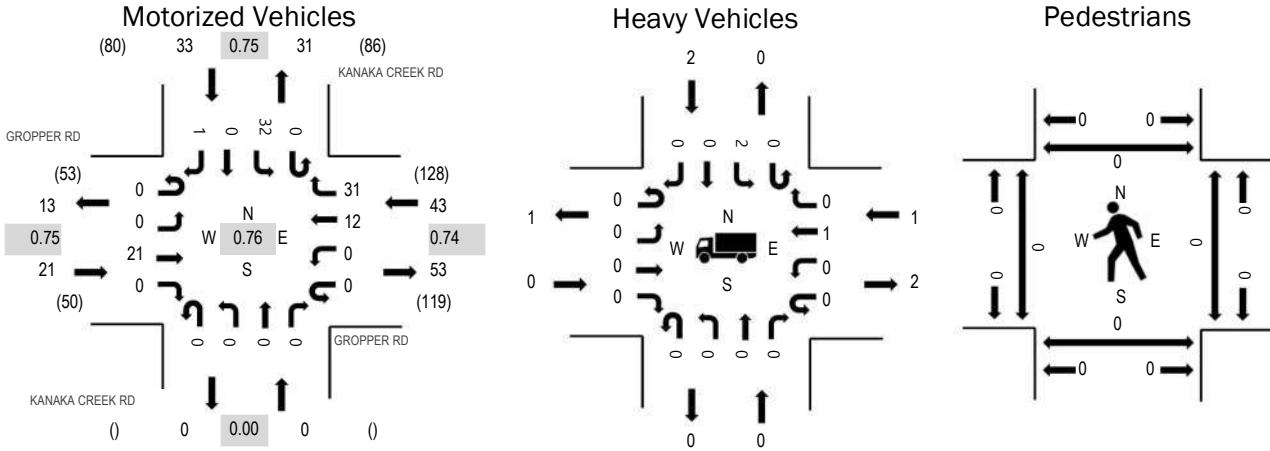
Location: 20 KANAKA CREEK RD & GROPPER RD PM

Date: Thursday, July 15, 2021

Peak Hour: 03:10 PM - 04:10 PM

Peak 15-Minutes: 03:10 PM - 03:25 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	2.3%	0.74
NB	0.0%	0.00
SB	6.1%	0.75
All	3.1%	0.76

Traffic Counts - Motorized Vehicles

Interval Start Time	GROPPER RD Eastbound				GROPPER RD Westbound				KANAKA CREEK RD Northbound				KANAKA CREEK RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	2	0	0	5	94
3:05 PM	0	0	1	0	0	0	0	3	0	0	0	0	0	2	0	0	6	96
3:10 PM	0	0	5	0	0	0	1	4	0	0	0	0	0	5	0	0	15	97
3:15 PM	0	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	4	91
3:20 PM	0	0	2	0	0	0	0	8	0	0	0	0	0	2	0	1	13	93
3:25 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	3	0	0	7	83
3:30 PM	0	0	1	0	0	0	2	3	0	0	0	0	0	4	0	0	10	81
3:35 PM	0	0	3	0	0	0	1	3	0	0	0	0	0	1	0	0	8	79
3:40 PM	0	0	1	0	0	0	1	2	0	0	0	0	0	2	0	0	6	74
3:45 PM	0	0	1	0	0	0	0	3	0	0	0	0	0	1	0	0	5	76
3:50 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	7	77
3:55 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	8	76
4:00 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	3	0	0	7	79
4:05 PM	0	0	0	0	0	0	2	3	0	0	0	0	0	2	0	0	7	79
4:10 PM	0	0	2	0	0	0	1	2	0	0	0	0	0	2	0	2	9	84
4:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	1	6	82
4:20 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	3	81
4:25 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	5	82
4:30 PM	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	8	85
4:35 PM	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	3	89
4:40 PM	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	8	94
4:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	4	0	0	6	90
4:50 PM	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	6	88
4:55 PM	0	0	3	0	0	0	3	3	0	0	0	0	0	2	0	0	11	90
5:00 PM	0	0	0	0	0	0	3	2	0	0	0	0	0	2	0	0	7	85
5:05 PM	0	0	2	0	0	0	2	7	0	0	0	0	0	1	0	0	12	
5:10 PM	0	0	1	0	0	0	0	4	0	0	0	0	0	2	0	0	7	

Location: 20 KANAKA CREEK RD & GROPPER RD PM

5:15 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	1	5
5:20 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
5:25 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	5	0	0	8
5:30 PM	0	0	1	0	0	0	4	3	0	0	0	0	0	3	0	1	12
5:35 PM	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	1	8
5:40 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	4
5:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
5:50 PM	0	2	1	0	0	0	0	1	0	0	0	0	0	4	0	0	8
5:55 PM	0	0	3	0	0	0	0	1	0	0	0	0	0	2	0	0	6
Count Total	0	4	46	0	0	0	46	82	0	0	0	0	0	73	0	7	258
Peak Hour	0	0	21	0	0	0	12	31	0	0	0	0	0	32	0	1	97

Location: 20 KANAKA CREEK RD & GROPPER RD PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	1	0	1	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	1	1	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	1	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	1	1	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	1	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	1	2	3	Count Total	1	0	1	0	2	Count Total	0	0	0	0	0
Peak Hour	0	0	1	2	3	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 21 NW CHESSER RD & GROPPER RD PM



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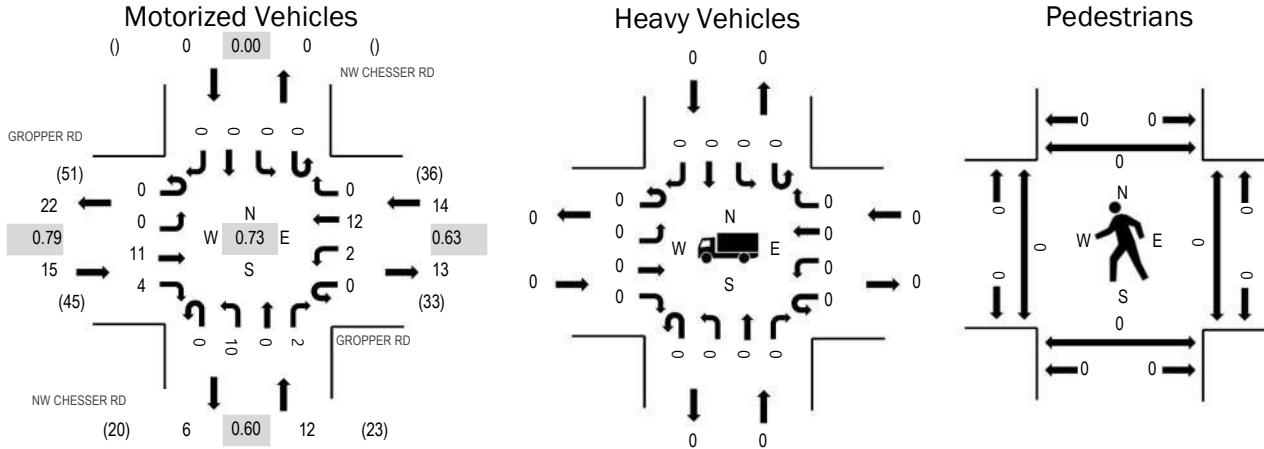
Location: 21 NW CHESSER RD & GROPPER RD PM

Date: Thursday, July 15, 2021

Peak Hour: 03:35 PM - 04:35 PM

Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.79
WB	0.0%	0.63
NB	0.0%	0.60
SB	0.0%	0.00
All	0.0%	0.73

Traffic Counts - Motorized Vehicles

Interval Start Time	GROPPER RD Eastbound				GROPPER RD Westbound				NW CHESSER RD Northbound				NW CHESSER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	33
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
3:10 PM	0	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	6	36
3:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	32
3:20 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	34
3:25 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	36
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	37
3:35 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	41
3:40 PM	0	0	1	0	0	0	1	0	0	2	0	1	0	0	0	0	5	39
3:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	38
3:50 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	37
3:55 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	37
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	41
4:05 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	41
4:10 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	40
4:15 PM	0	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	5	40
4:20 PM	0	0	1	1	0	0	1	0	0	2	0	0	0	0	0	0	5	37
4:25 PM	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3	37
4:30 PM	0	0	1	0	0	1	2	0	0	2	0	0	0	0	0	0	6	35
4:35 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	34
4:40 PM	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4	35
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
4:50 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	33
4:55 PM	0	0	3	1	0	0	1	0	0	1	0	0	0	0	0	0	6	35
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	30
5:05 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:10 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	

Location: 21 NW CHESSER RD & GROPPER RD PM

5:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
5:20 PM	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0	0	5
5:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	5
5:35 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
5:40 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4
5:55 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	30	15	0	4	32	0	1	19	0	3	0	0	0	0	104
Peak Hour	0	0	11	4	0	2	12	0	0	10	0	2	0	0	0	0	41

Location: 21 NW CHESSER RD & GROPPER RD PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	1	0	0	0	1	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	0	0	0	1	Count Total	2	0	1	0	3	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

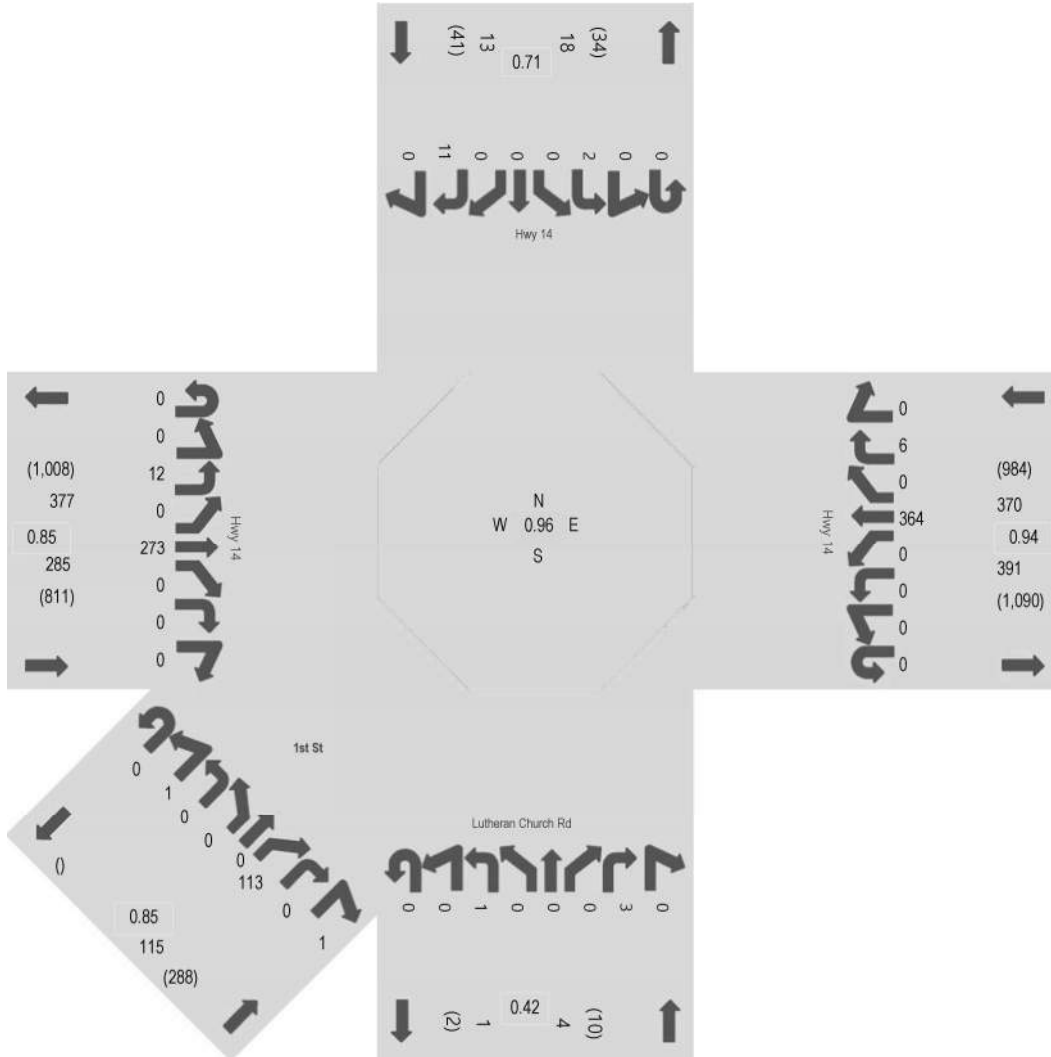
Location: 7 Lutheran Church Rd & Hwy 14 PM

Date: Thursday, July 15, 2021

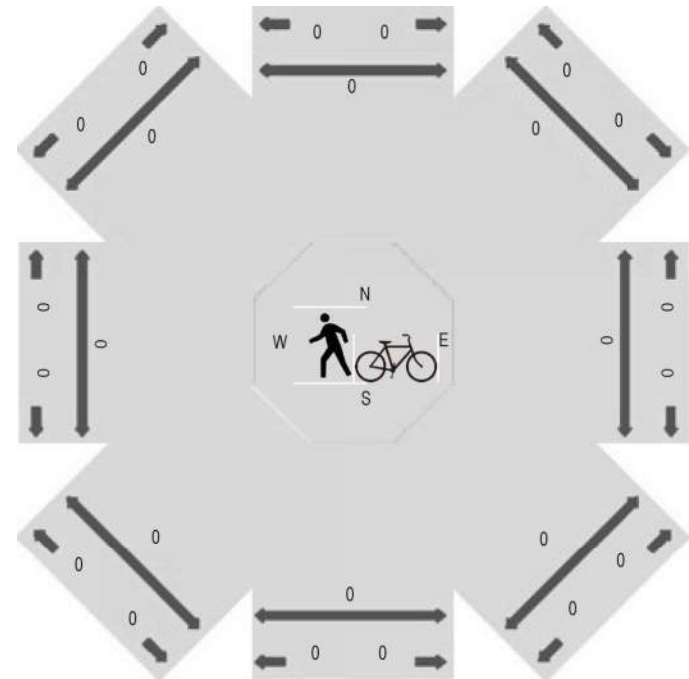
Peak Hour: 03:20 PM - 04:20 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - Motorized Vehicles



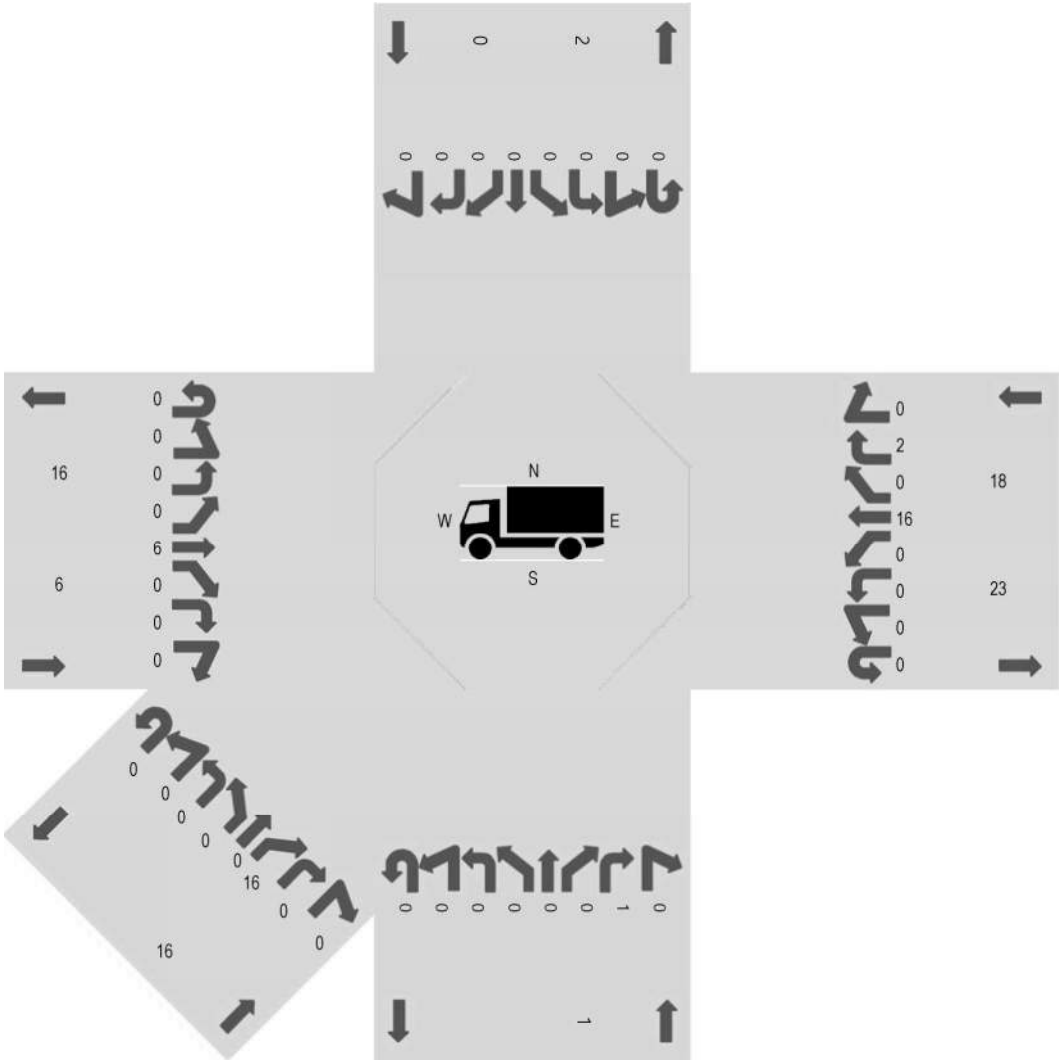
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Location: 7 Lutheran Church Rd & Hwy 14 PM

Peak Hour - Heavy Vehicles



	HV%	PHF
WB	4.9%	0.94
NWB	0.0%	0.00
NB	25.0%	0.42
NEB	13.9%	0.85
EB	2.1%	0.85
SEB	0.0%	0.00
SB	0.0%	0.71
SWB	0.0%	0.00
All	5.2%	0.96

Location: 7 Lutheran Church Rd & Hwy 14 PM

Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
3:00 PM	0	0	0	0	33	0	2	0									0	0	0	0	0	0	1	0	0	0	0	0	8	0	0	
3:05 PM	0	0	0	0	24	0	0	0									0	0	1	0	0	0	0	0	0	0	0	1	0	6	0	0
3:10 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	
3:15 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	
3:20 PM	0	0	0	0	36	0	1	0									0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	
3:25 PM	0	0	0	0	32	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
3:30 PM	0	0	0	0	29	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	
3:35 PM	0	0	0	0	36	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
3:40 PM	0	0	0	0	27	0	1	0									0	0	0	0	0	0	1	0	0	0	0	0	12	0	1	
3:45 PM	0	0	0	0	34	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	
3:50 PM	0	0	0	0	21	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
3:55 PM	0	0	0	0	38	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	
4:00 PM	0	0	0	0	26	0	1	0									0	0	0	0	0	0	1	0	0	0	0	0	10	0	0	
4:05 PM	0	0	0	0	29	0	0	0									0	0	0	0	0	0	1	0	0	1	0	0	10	0	0	
4:10 PM	0	0	0	0	28	0	1	0									0	0	1	0	0	0	0	0	0	0	0	0	10	0	0	
4:15 PM	0	0	0	0	28	0	2	0									0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
4:20 PM	0	0	0	0	16	0	1	0									0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	
4:25 PM	0	0	0	0	28	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
4:30 PM	0	0	0	0	24	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
4:35 PM	0	0	0	0	43	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	
4:40 PM	0	0	0	0	29	0	1	0									0	0	0	0	0	0	1	0	0	0	0	0	9	0	0	
4:45 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	
4:50 PM	0	0	0	0	27	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	
4:55 PM	0	0	0	0	21	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	
5:00 PM	0	0	0	0	24	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
5:05 PM	0	0	0	0	19	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
5:10 PM	0	0	0	0	39	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
5:15 PM	0	0	0	0	27	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
5:20 PM	0	0	0	0	21	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	
5:25 PM	0	0	0	0	27	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	
5:30 PM	0	0	0	0	28	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	9	0	0	
5:35 PM	0	0	0	0	25	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
5:40 PM	0	0	0	0	26	0	1	0									0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
5:45 PM	0	0	1	0	19	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
5:50 PM	0	0	0	0	22	0	0	0									0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	
5:55 PM	0	0	0	0	17	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	
Count Total	0	0	1	0	972	0	11	0									0	0	3	0	0	0	7	0	0	1	0	2	0	284	0	1
Peak Hour	0	0	0	0	364	0	6	0									0	0	1	0	0	0	3	0	0	1	0	0	113	0	1	

Location: 7 Lutheran Church Rd & Hwy 14 PM

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
3:00 PM	0	0	0	0	17	0	0	0									0	0	2	0	0	0	0	0							63	778		
3:05 PM	0	0	1	0	29	0	0	0									0	0	2	0	0	0	2	0							66	785		
3:10 PM	0	0	3	0	29	0	0	0									0	0	0	0	0	0	1	0							61	779		
3:15 PM	0	0	0	0	29	0	0	0									0	0	2	0	0	0	1	0							58	784		
3:20 PM	0	0	2	0	19	0	0	0									0	0	0	0	0	0	1	0							70	787		
3:25 PM	0	0	1	0	19	0	0	0									0	0	0	0	0	0	0	0							56	759		
3:30 PM	0	0	0	0	26	0	0	0									0	0	0	0	0	0	1	0							65	763		
3:35 PM	0	0	0	0	25	0	0	0									0	0	1	0	0	0	1	0							71	750		
3:40 PM	0	0	1	0	19	0	0	0									0	0	0	0	0	0	0	0							62	755		
3:45 PM	0	0	2	0	21	0	0	0									0	0	0	0	0	0	3	0							72	757		
3:50 PM	0	0	1	0	30	0	0	0									0	0	0	0	0	0	1	0							60	745		
3:55 PM	0	0	2	0	21	0	0	0									0	0	0	0	0	0	0	0							74	741		
4:00 PM	0	0	0	0	30	0	0	0									0	0	1	0	0	0	1	0							70	725		
4:05 PM	0	0	1	0	17	0	0	0									0	0	0	0	0	0	1	0							60	708		
4:10 PM	0	0	2	0	22	0	0	0									0	0	0	0	0	0	2	0							66	689		
4:15 PM	0	0	0	0	24	0	0	0									0	0	0	0	0	0	0	0							61	695		
4:20 PM	0	0	0	0	14	0	0	0									0	0	0	0	0	0	1	0							42	683		
4:25 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	3	0							60	687		
4:30 PM	0	0	1	0	17	0	0	0									0	0	0	0	0	0	2	0							52	681		
4:35 PM	0	0	1	0	22	0	0	0									0	0	0	0	0	0	2	0							76	697		
4:40 PM	0	0	1	0	20	0	0	0									0	0	0	0	0	0	3	0							64	672		
4:45 PM	0	0	1	0	27	0	0	0									0	0	0	0	0	0	0	0							60	663		
4:50 PM	0	0	1	0	18	0	0	0									0	0	0	0	0	0	1	0							56	653		
4:55 PM	0	0	0	0	23	0	0	0									0	0	1	0	0	0	1	0							58	648		
5:00 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	0	0							53	631		
5:05 PM	0	0	0	0	15	0	0	0									0	0	0	0	0	0	0	0							41			
5:10 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	2	0							72			
5:15 PM	0	0	0	0	18	0	0	0									0	0	0	0	0	0	0	0							49			
5:20 PM	0	0	0	0	18	0	0	0									0	0	0	0	0	0	1	0							46			
5:25 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	0	0							54			
5:30 PM	0	0	0	0	30	0	0	0									0	0	0	0	0	0	0	0							68			
5:35 PM	0	0	0	0	18	0	0	0									0	0	0	0	0	0	0	0							51			
5:40 PM	0	0	0	0	19	0	0	0									0	0	0	0	0	0	1	0							55			
5:45 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	0	0							50			
5:50 PM	0	0	0	0	23	0	0	0									0	0	0	0	0	0	0	0							51			
5:55 PM	0	0	0	0	16	0	0	0									0	0	0	0	0	0	0	0							41			
Count Total	0	0	21	0	790	0	0	0									0	0	9	0	0	0	32	0							2,134			
Peak Hour	0	0	12	0	273	0	0	0									0	0	2	0	0	0	11	0							787			

Location: 7 Lutheran Church Rd & Hwy 14 PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
3:00 PM	4	0	0	0	0	0	0	0	4	3:00 PM	0	0	0	0	0	0	0	0	0	3:00 PM	0	0	0	0	0	0	0	0	
3:05 PM	1	0	0	1	3	0	0	0	5	3:05 PM	0	0	0	0	2	0	0	0	2	3:05 PM	0	0	0	0	0	0	0	0	
3:10 PM	0	0	0	1	2	0	0	0	3	3:10 PM	0	0	0	0	0	0	0	0	0	3:10 PM	0	0	0	0	0	0	0	0	
3:15 PM	6	0	0	0	1	0	0	0	7	3:15 PM	0	0	0	1	0	0	0	0	1	3:15 PM	0	0	0	0	0	0	0	0	
3:20 PM	1	0	0	3	0	0	0	0	4	3:20 PM	0	0	0	0	0	0	0	0	0	3:20 PM	0	0	0	0	0	0	0	0	
3:25 PM	1	0	0	0	0	0	0	0	1	3:25 PM	0	0	0	0	0	0	0	0	0	3:25 PM	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	3	0	0	0	0	3	3:30 PM	1	0	0	0	0	0	0	0	1	3:30 PM	0	0	0	0	0	0	0	0	
3:35 PM	4	0	0	2	0	0	0	0	6	3:35 PM	0	0	0	0	2	0	0	0	2	3:35 PM	0	0	0	0	0	0	0	0	
3:40 PM	2	0	1	1	2	0	0	0	6	3:40 PM	1	0	0	0	0	0	0	0	1	3:40 PM	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	1	0	0	0	1	3:45 PM	0	0	0	0	0	0	0	0	0	3:45 PM	0	0	0	0	0	0	0	0	
3:50 PM	1	0	0	0	2	0	0	0	3	3:50 PM	0	0	0	0	2	0	0	0	2	3:50 PM	0	0	0	0	0	0	0	0	
3:55 PM	1	0	0	1	0	0	0	0	2	3:55 PM	2	0	0	0	3	0	0	0	5	3:55 PM	0	0	0	0	0	0	0	0	
4:00 PM	1	0	0	0	1	0	0	0	2	4:00 PM	0	0	0	0	2	0	0	0	2	4:00 PM	0	0	0	0	0	0	0	0	
4:05 PM	3	0	0	2	0	0	0	0	5	4:05 PM	2	0	0	0	0	0	0	0	2	4:05 PM	0	0	0	0	0	0	0	0	
4:10 PM	2	0	0	3	0	0	0	0	5	4:10 PM	2	0	0	0	0	0	0	0	2	4:10 PM	0	0	0	0	0	0	0	0	
4:15 PM	2	0	0	1	0	0	0	0	3	4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	
4:20 PM	1	0	0	0	1	0	0	0	2	4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	0	0	0	0	0	0	0	0	
4:25 PM	0	0	0	0	0	0	2	0	2	4:25 PM	0	0	0	0	1	0	0	0	1	4:25 PM	0	0	0	0	0	0	0	0	
4:30 PM	2	0	0	1	0	0	0	0	3	4:30 PM	2	0	0	0	1	0	0	0	3	4:30 PM	0	0	0	0	0	0	0	0	
4:35 PM	1	0	0	0	1	0	0	0	2	4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	1	0	0	0	0	1	4:40 PM	1	0	0	0	1	0	0	0	2	4:40 PM	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	1	0	0	0	0	1	4:45 PM	0	0	0	0	1	0	0	0	1	4:45 PM	0	0	0	0	0	0	0	0	
4:50 PM	2	0	0	0	2	0	0	0	4	4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	0	0	0	0	0	0	0	
4:55 PM	0	0	0	0	1	0	0	0	1	4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	
5:00 PM	2	0	0	1	0	0	0	0	3	5:00 PM	0	0	0	1	0	0	0	0	1	5:00 PM	0	0	0	0	0	0	0	0	
5:05 PM	2	0	0	1	0	0	0	0	3	5:05 PM	0	0	0	0	0	0	0	0	0	5:05 PM	0	0	0	0	0	0	0	0	
5:10 PM	0	0	0	0	1	0	0	0	1	5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	1	0	0	0	0	1	5:15 PM	1	0	0	0	0	0	0	0	1	5:15 PM	0	0	0	0	0	0	0	0	
5:20 PM	0	0	0	2	1	0	0	0	3	5:20 PM	0	0	0	0	0	0	0	0	0	5:20 PM	0	0	0	0	0	0	0	0	
5:25 PM	0	0	0	0	1	0	0	0	1	5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	0	0	0	0	0	0	0	0	
5:30 PM	2	0	0	1	2	0	0	0	5	5:30 PM	1	0	0	0	1	0	0	0	2	5:30 PM	0	0	0	0	0	0	0	0	
5:35 PM	1	0	0	1	0	0	0	0	2	5:35 PM	2	0	0	0	0	0	0	0	2	5:35 PM	0	0	0	0	0	0	0	0	
5:40 PM	0	0	0	0	2	0	0	0	2	5:40 PM	0	0	0	2	0	0	0	0	2	5:40 PM	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	1	1	0	0	0	2	5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	
5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	3	0	0	0	1	0	0	0	4	5:50 PM	0	0	0	0	0	0	0	0	
5:55 PM	1	0	0	0	0	0	0	0	1	5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	0	0	0	0	0	0	
Count Total	43	0	1	29	25	0	2	0	100	Count Total	18	0	0	4	17	0	0	0	39	Count Total	0	0	0	0	0	0	0	0	
Peak Hour	18	0	1	16	6	0	0	0	41	Peak Hour	9	0	0	0	8	0	0	0	17	Peak Hour	0	0	0	0	0	0	0	0	

Location: 11 Rock Creek & Rock Creek PM

Location: 11 Rock Creek & Rock Creek PM



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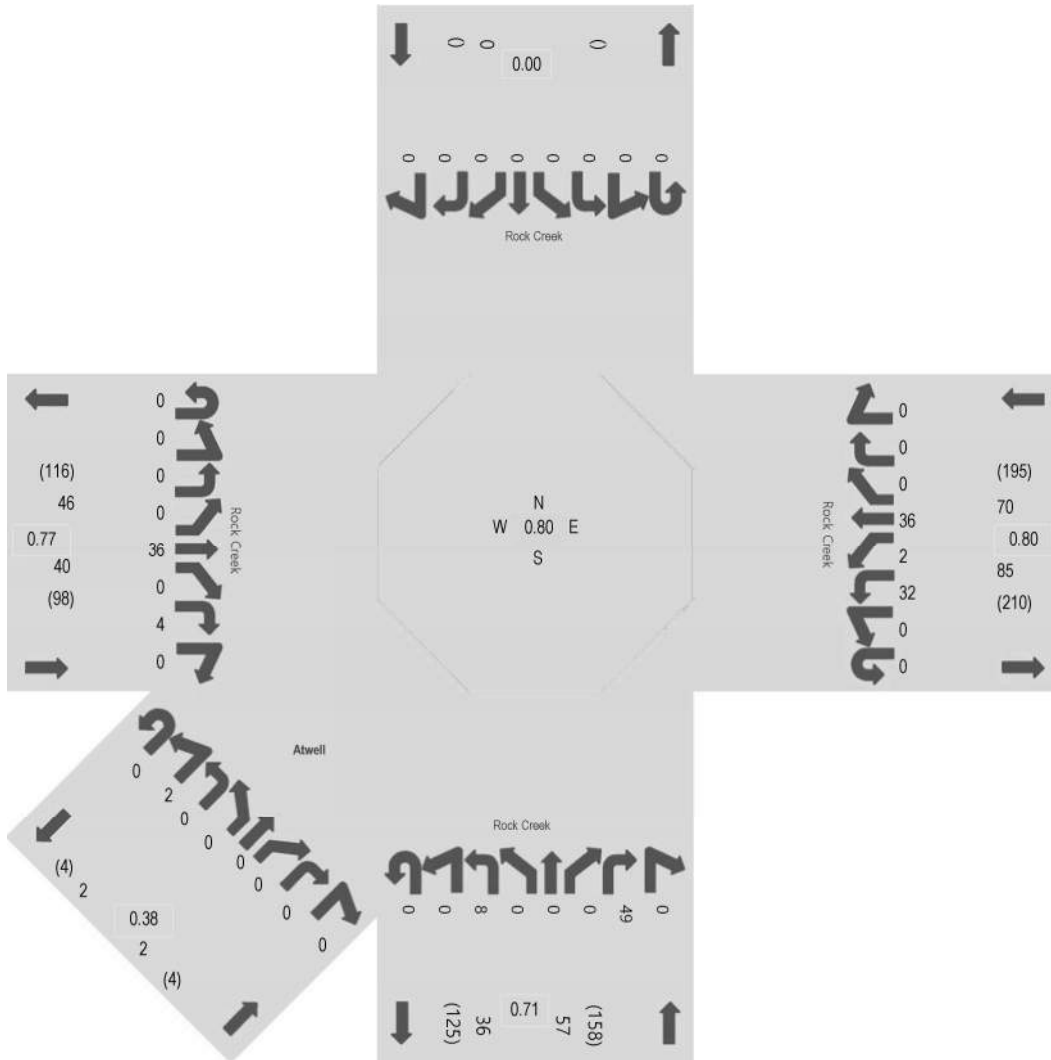
Location: 11 Rock Creek & Rock Creek PM

Date: Thursday, July 15, 2021

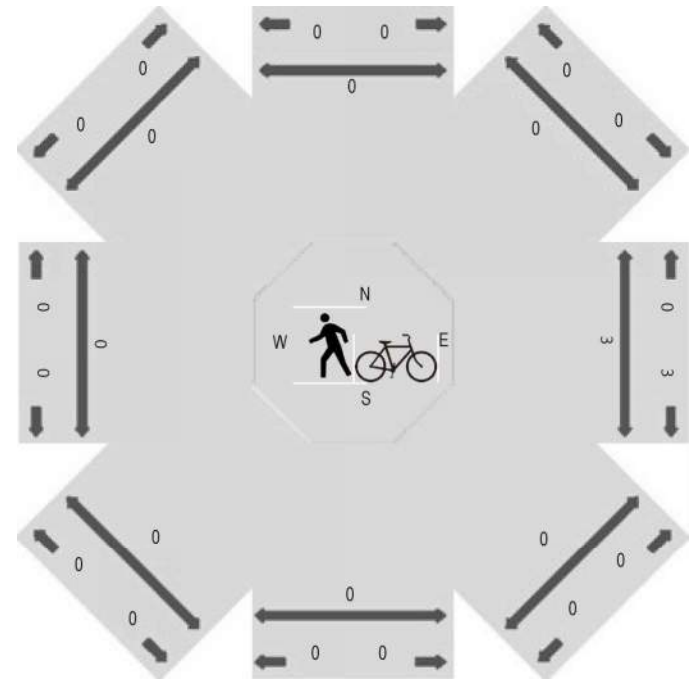
Peak Hour: 03:45 PM - 04:45 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles



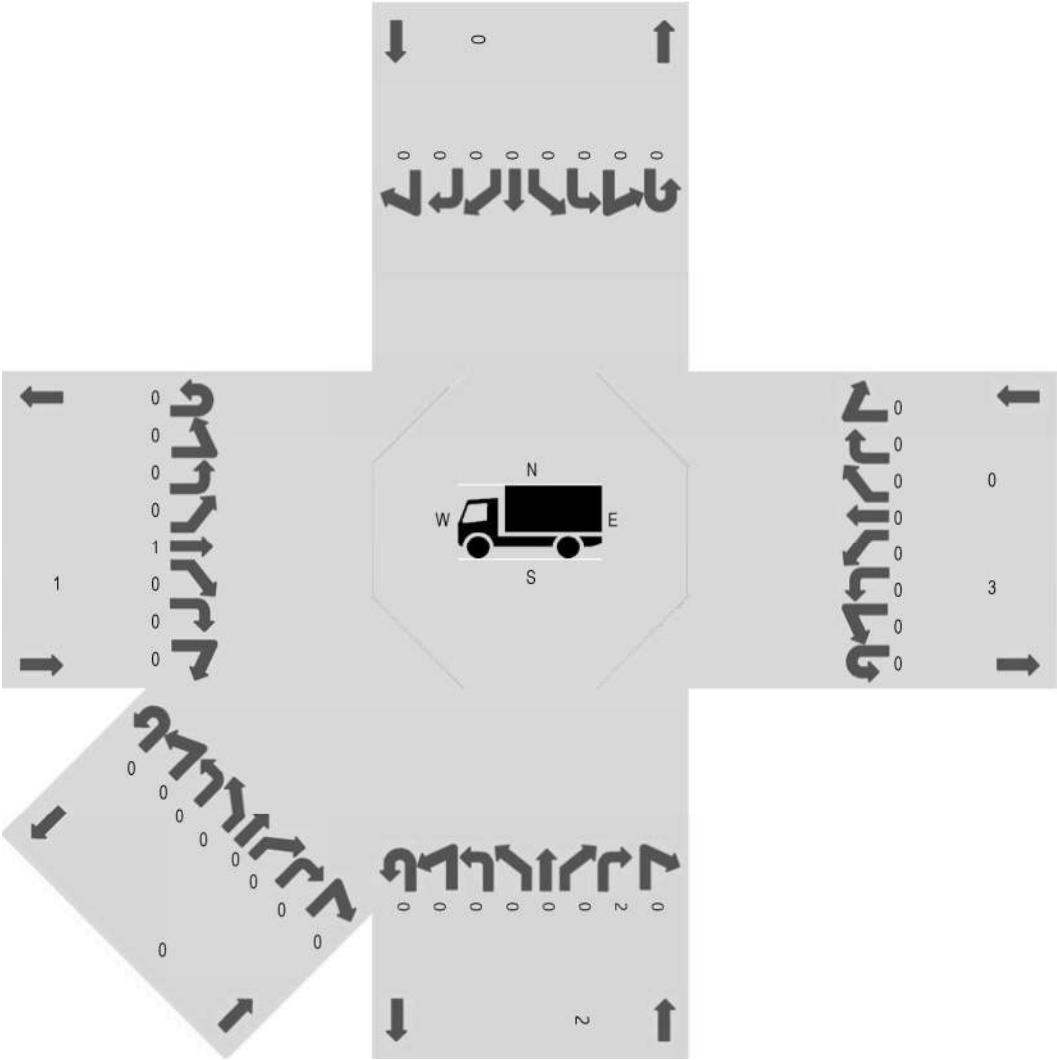
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Location: 11 Rock Creek & Rock Creek PM

Peak Hour - Heavy Vehicles



	HV%	PHF
WB	0.0%	0.80
NWB	0.0%	0.00
NB	3.5%	0.71
NEB	0.0%	0.38
EB	2.5%	0.77
SEB	0.0%	0.00
SB	0.0%	0.00
SWB	0.0%	0.00
All	1.8%	0.80

Location: 11 Rock Creek & Rock Creek PM

Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
3:00 PM	0	0	2	0	2	0	0	0									0	0	0	0	0	0	6	0	0	0	0	0	0	0		
3:05 PM	0	0	0	0	2	0	0	0									0	0	2	0	0	0	6	0	0	0	0	0	0	0		
3:10 PM	0	0	4	0	2	0	0	0									0	0	2	0	0	0	5	0	0	0	0	0	0	0		
3:15 PM	0	0	2	0	1	0	0	0									0	0	0	0	0	0	8	0	0	0	0	0	0	0		
3:20 PM	0	0	3	0	2	0	0	0									0	0	0	0	0	0	4	0	0	1	0	0	0	0		
3:25 PM	0	0	3	0	3	0	0	0									0	0	1	0	0	0	5	0	0	0	0	0	0	0		
3:30 PM	0	0	4	0	3	0	0	0									0	0	0	0	0	0	1	0	0	1	0	0	0	0		
3:35 PM	0	0	3	0	3	0	0	0									0	0	2	0	0	0	5	0	0	0	0	0	0	0		
3:40 PM	0	0	3	0	0	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
3:45 PM	0	0	5	0	1	0	0	0									0	0	2	0	0	0	4	0	0	0	0	0	0	0		
3:50 PM	0	0	3	0	3	0	0	0									0	0	1	0	0	0	7	0	0	0	0	0	0	0		
3:55 PM	0	0	3	1	2	0	0	0									0	0	0	0	0	0	3	0	0	1	0	0	0	0		
4:00 PM	0	0	4	0	0	0	0	0									0	0	0	0	0	0	5	0	0	0	0	0	0	0		
4:05 PM	0	0	5	0	3	0	0	0									0	0	1	0	0	0	2	0	0	0	0	0	0	0		
4:10 PM	0	0	1	0	5	0	0	0									0	0	1	0	0	0	4	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	1	0	0	0									0	0	0	0	0	0	2	0	0	0	0	0	0	0		
4:20 PM	0	0	2	0	3	0	0	0									0	0	2	0	0	0	4	0	0	0	0	0	0	0		
4:25 PM	0	0	2	0	3	0	0	0									0	0	0	0	0	0	1	0	0	0	0	0	0	0		
4:30 PM	0	0	2	1	4	0	0	0									0	0	1	0	0	0	8	0	0	0	0	0	0	0		
4:35 PM	0	0	4	0	4	0	0	0									0	0	0	0	0	0	7	0	0	0	0	0	0	0		
4:40 PM	0	0	1	0	7	0	0	0									0	0	0	0	0	0	2	0	0	1	0	0	0	0		
4:45 PM	0	0	5	0	2	0	0	0									0	0	1	0	0	0	1	0	0	0	0	0	0	0		
4:50 PM	0	0	6	0	1	0	0	0									0	0	2	0	0	0	2	0	0	0	0	0	0	0		
4:55 PM	0	0	1	0	2	0	0	0									0	0	0	0	0	0	3	0	0	0	0	0	0	0		
5:00 PM	0	0	5	0	1	0	0	0									0	0	1	0	0	0	5	0	0	0	0	0	0	0		
5:05 PM	0	0	3	0	2	0	0	0									0	0	0	0	0	0	5	0	0	0	0	0	0	0		
5:10 PM	0	0	4	0	2	0	0	0									0	0	1	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	1	1	3	0	0	0									0	1	2	0	0	0	5	0	0	0	0	0	0	0		
5:20 PM	0	0	3	0	5	0	0	0									0	0	2	0	0	0	3	0	0	0	0	0	0	0		
5:25 PM	0	0	4	0	2	0	0	0									0	0	1	0	0	0	2	0	0	0	0	0	0	0		
5:30 PM	0	0	8	0	3	0	0	0									0	0	1	0	0	0	1	0	0	0	0	0	0	0		
5:35 PM	0	0	5	0	3	0	0	0									0	0	1	0	0	0	2	0	0	0	0	0	0	0		
5:40 PM	0	0	1	0	1	0	0	0									0	0	0	0	0	0	2	0	0	0	0	0	0	0		
5:45 PM	0	0	2	0	2	0	0	0									0	0	0	0	0	0	4	0	0	0	0	0	0	0		
5:50 PM	0	0	1	0	0	0	0	0									0	0	1	0	0	0	1	0	0	0	0	0	0	0		
5:55 PM	0	0	3	0	1	0	0	0									0	0	0	0	0	0	3	0	0	0	0	0	0	0		
Count Total	0	0	108	3	84	0	0	0									0	1	28	0	0	0	129	0	0	4	0	0	0	0		
Peak Hour	0	0	32	2	36	0	0	0									0	0	8	0	0	0	49	0	0	2	0	0	0	0		

Location: 11 Rock Creek & Rock Creek PM

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
3:00 PM	0	0	0	0	3	0	0	0																								13	165	
3:05 PM	0	0	0	0	1	0	1	0																								12	162	
3:10 PM	0	0	0	0	0	0	2	0																								15	167	
3:15 PM	0	0	0	0	3	0	0	0																								14	163	
3:20 PM	0	0	0	0	3	0	0	0																								13	154	
3:25 PM	0	0	0	0	1	0	1	0																								14	157	
3:30 PM	0	0	0	0	0	0	3	0																								12	152	
3:35 PM	0	0	0	0	2	0	2	0																								17	160	
3:40 PM	0	0	0	0	3	0	0	0																								7	160	
3:45 PM	0	0	0	0	4	0	0	0																								16	169	
3:50 PM	0	0	0	0	6	0	0	0																								20	164	
3:55 PM	0	0	0	0	2	0	0	0																								12	157	
4:00 PM	0	0	0	0	0	0	1	0																								10	155	
4:05 PM	0	0	0	0	6	0	0	0																								17	157	
4:10 PM	0	0	0	0	0	0	0	0																								11	156	
4:15 PM	0	0	0	0	1	0	1	0																								5	152	
4:20 PM	0	0	0	0	5	0	0	0																								16	163	
4:25 PM	0	0	0	0	3	0	0	0																								9	163	
4:30 PM	0	0	0	0	3	0	1	0																								20	165	
4:35 PM	0	0	0	0	1	0	1	0																								17	163	
4:40 PM	0	0	0	0	5	0	0	0																								16	158	
4:45 PM	0	0	0	0	2	0	0	0																								11	147	
4:50 PM	0	0	0	0	2	0	0	0																								13	146	
4:55 PM	0	0	0	0	4	0	0	0																								10	137	
5:00 PM	0	0	0	0	0	0	0	0																								12	135	
5:05 PM	0	0	0	0	6	0	0	0																								16		
5:10 PM	0	0	0	0	0	0	0	0																								7		
5:15 PM	0	0	0	0	3	0	0	0																								16		
5:20 PM	0	0	0	0	3	0	0	0																								16		
5:25 PM	0	0	0	0	2	0	0	0																								11		
5:30 PM	0	0	0	0	4	0	1	0																								18		
5:35 PM	0	0	0	0	0	0	1	0																								12		
5:40 PM	0	0	0	0	0	0	1	0																								5		
5:45 PM	0	0	0	0	1	0	1	0																								10		
5:50 PM	0	0	0	0	1	0	0	0																								4		
5:55 PM	0	0	0	0	1	0	0	0																								8		
Count Total	0	0	0	0	81	0	17	0																								455		
Peak Hour	0	0	0	0	36	0	4	0																								169		

Location: 11 Rock Creek & Rock Creek PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
3:00 PM	0	0	0	0	1	0	0	0	1	3:00 PM	0	0	0	0	0	0	0	0	0	3:00 PM	0	0	0	0	0	0	0	0	
3:05 PM	0	0	0	0	0	0	0	0	0	3:05 PM	0	0	0	0	0	0	0	0	0	3:05 PM	0	0	0	0	0	0	0	0	
3:10 PM	0	0	0	0	0	0	0	0	0	3:10 PM	0	0	0	0	0	0	0	0	0	3:10 PM	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	3:15 PM	0	0	0	0	0	0	0	0	0	3:15 PM	0	0	0	0	0	0	0	0	
3:20 PM	2	0	0	0	0	0	0	0	2	3:20 PM	0	0	0	0	0	0	0	0	0	3:20 PM	0	0	0	0	0	0	0	0	
3:25 PM	0	0	0	0	0	0	0	0	0	3:25 PM	0	0	0	0	0	0	0	0	0	3:25 PM	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	3:30 PM	0	0	0	0	0	0	0	0	0	3:30 PM	0	0	0	0	0	0	0	0	
3:35 PM	0	0	0	0	0	0	0	0	0	3:35 PM	0	0	0	0	0	0	0	0	0	3:35 PM	0	0	0	0	0	0	0	0	
3:40 PM	0	0	1	0	0	0	0	0	1	3:40 PM	0	0	0	0	0	0	0	0	0	3:40 PM	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	3:45 PM	0	0	0	0	0	0	0	0	0	3:45 PM	0	0	0	0	0	0	0	0	
3:50 PM	0	0	1	0	1	0	0	0	2	3:50 PM	0	0	0	0	0	0	0	0	0	3:50 PM	0	0	0	0	0	0	0	0	
3:55 PM	0	0	0	0	0	0	0	0	0	3:55 PM	0	0	0	0	0	0	0	0	0	3:55 PM	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	4:00 PM	0	0	0	0	0	0	0	0	0	4:00 PM	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	0	0	0	0	0	0	0	0	
4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	
4:20 PM	0	0	1	0	0	0	0	0	1	4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	0	0	0	0	0	0	0	0	
4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	0	0	0	0	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	0	0	0	0	0	0	4:40 PM	0	0	0	0	0	0	0	0	0	4:40 PM	3	0	0	0	0	0	0	3	
4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	0	0	0	0	
4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	0	0	0	0	0	0	0	
4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	
5:00 PM	1	0	0	0	0	0	0	0	1	5:00 PM	0	0	0	0	0	0	0	0	0	5:00 PM	0	0	0	0	0	0	0	0	
5:05 PM	1	0	0	0	0	0	0	0	1	5:05 PM	0	0	0	0	0	0	0	0	0	5:05 PM	0	0	0	0	0	0	0	0	
5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0	0	
5:20 PM	0	0	0	0	0	0	0	0	0	5:20 PM	1	0	0	0	0	0	0	0	1	5:20 PM	0	0	0	0	0	0	0	0	
5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	0	0	2	0	0	0	0	0	2	5:25 PM	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0	0	
5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	0	0	
5:40 PM	0	0	0	0	0	0	0	0	0	5:40 PM	2	0	0	0	0	0	0	0	2	5:40 PM	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	
5:50 PM	1	0	0	0	0	0	0	0	1	5:50 PM	0	0	2	0	0	0	0	0	2	5:50 PM	0	0	0	0	0	0	0	0	
5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	0	0	0	0	0	0	
Count Total	5	0	3	0	2	0	0	0	10	Count Total	3	0	4	0	0	0	0	0	7	Count Total	3	0	0	0	0	0	0	3	
Peak Hour	0	0	2	0	1	0	0	0	3	Peak Hour	0	0	0	0	0	0	0	0	0	Peak Hour	3	0	0	0	0	0	0	3	

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM



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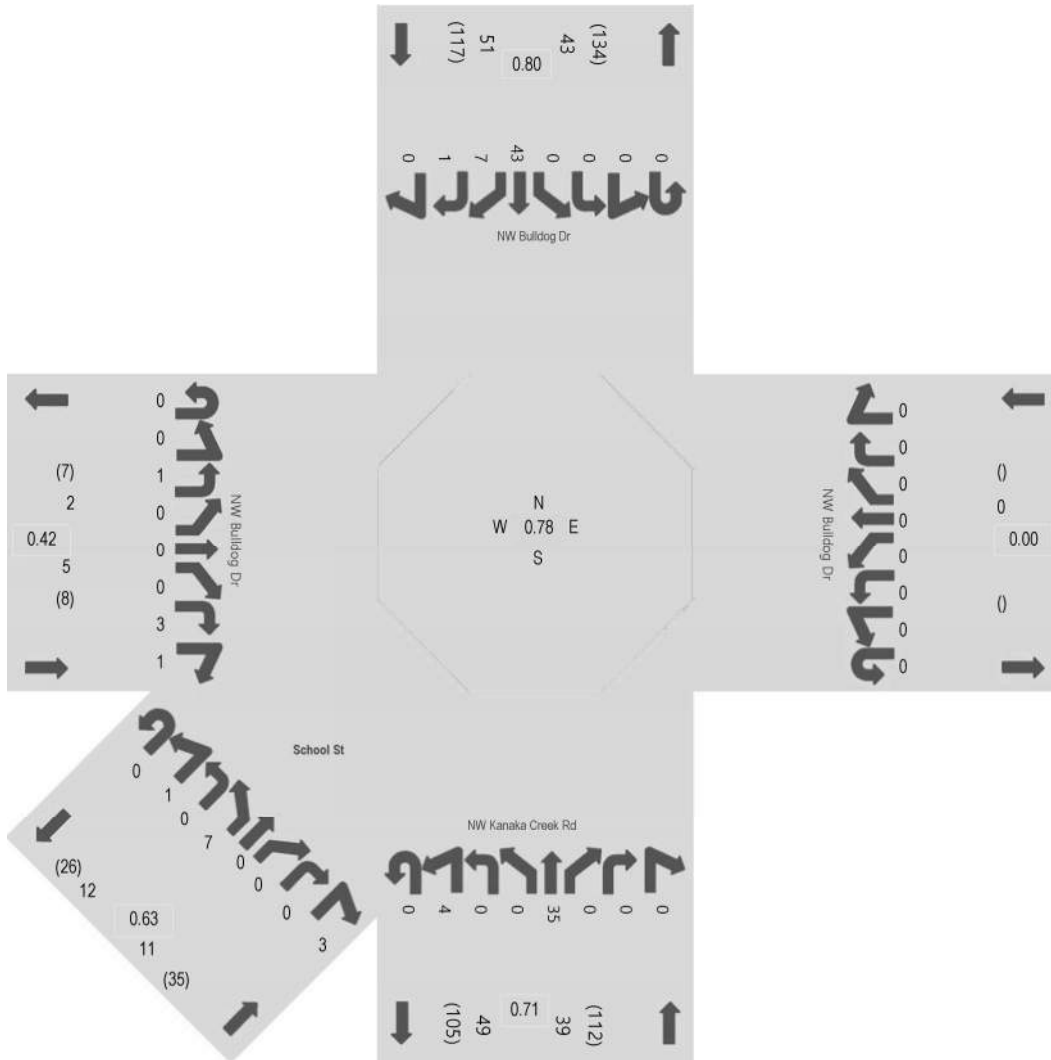
Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM

Date: Thursday, July 15, 2021

Peak Hour: 03:05 PM - 04:05 PM

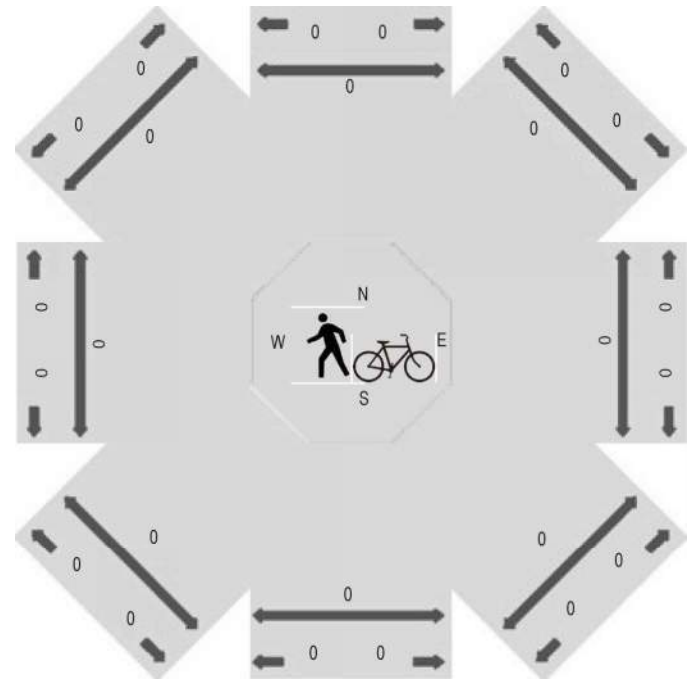
Peak 15-Minutes: 03:20 PM - 03:35 PM

Peak Hour - Motorized Vehicles



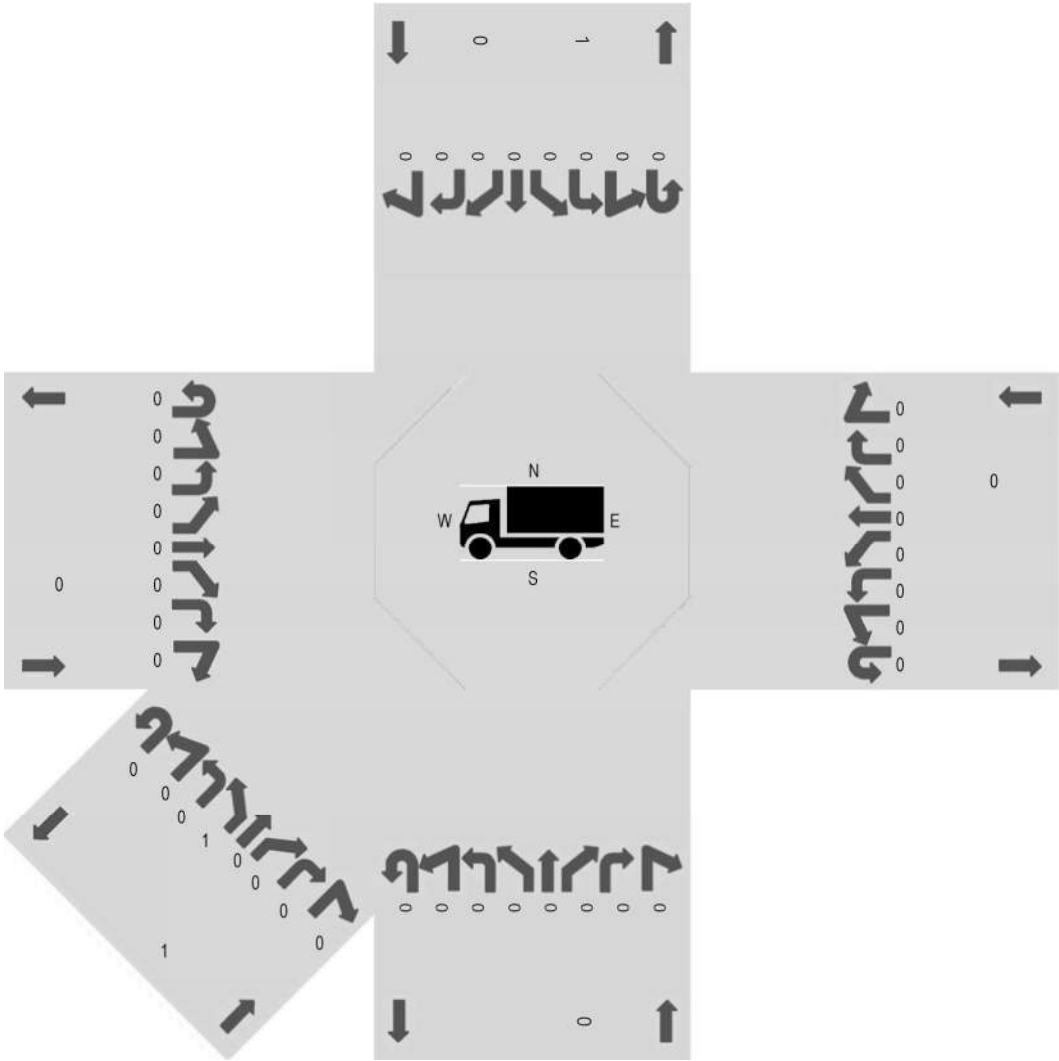
Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM

Peak Hour - Heavy Vehicles



	HV%	PHF
WB	0.0%	0.00
NWB	0.0%	0.00
NB	0.0%	0.71
NEB	9.1%	0.63
EB	0.0%	0.42
SEB	0.0%	0.00
SB	0.0%	0.80
SWB	0.0%	0.00
All	0.9%	0.78

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM

Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
3:00 PM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:05 PM	0	0	0	0	0	0	0	0									0	2	0	0	4	0	0	0	0	0	0	0	0	0		
3:10 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	1	0	1	0		
3:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	0		
3:20 PM	0	0	0	0	0	0	0	0									0	0	0	0	5	0	0	0	0	0	0	2	0	0		
3:25 PM	0	0	0	0	0	0	0	0									0	1	0	0	4	0	0	0	0	0	0	2	0	0		
3:30 PM	0	0	0	0	0	0	0	0									0	1	0	0	3	0	0	0	0	0	0	1	0	0		
3:35 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	1	0	0		
3:40 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	1		
3:50 PM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:55 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	0	0	0	0	0	0	0	0	1		
4:05 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	0	0	0	0	0	0	2	0	0		
4:10 PM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	1	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	0		
4:20 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	0	0		
4:25 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	1	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0									0	0	0	0	6	0	0	0	0	0	0	0	0	0		
4:35 PM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:40 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	1	0	1	0	0		
4:50 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	1	0	0		
4:55 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	2	0	0		
5:00 PM	0	0	0	0	0	0	0	0									0	0	0	0	5	0	0	0	0	0	0	0	0	0		
5:05 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	5	0	0		
5:10 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	9	0	0	0	0	0	0	3	0	0		
5:20 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	1	0	0	0	0		
5:25 PM	0	0	0	0	0	0	0	0									0	0	2	0	4	0	0	0	0	0	1	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0									0	1	0	0	6	0	0	0	0	0	0	0	0	0		
5:35 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	2	0	1		
5:40 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	2	0	0		
5:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0	0	0	0	0	0	0		
5:50 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0	0	0	0	0	0	0		
5:55 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0									0	5	2	0	105	0	0	0	0	3	0	28	0	4		
Peak Hour	0	0	0	0	0	0	0	0									0	4	0	0	35	0	0	0	0	1	0	7	0	3		

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM

Traffic Counts - Motorized Vehicles (continued)

Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
3:00 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0							3	100		
3:05 PM	0	0	1	0	0	0	0	0									0	0	0	0	1	2	0	0							10	106		
3:10 PM	0	0	0	0	0	0	0	0									0	0	0	0	10	0	0	0							15	104		
3:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	1	0							5	94		
3:20 PM	0	0	0	0	0	0	1	0									0	0	0	0	2	1	0	0							12	94		
3:25 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	1	0	0							11	85		
3:30 PM	0	0	0	0	0	0	1	1									0	0	0	0	3	1	0	0							11	80		
3:35 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	0	0	0							8	78		
3:40 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	1	0	0							6	73		
3:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0							6	76		
3:50 PM	0	0	0	0	0	0	0	0									0	0	0	0	8	0	0	0							8	78		
3:55 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	1	0	0							5	75		
4:00 PM	0	0	0	0	0	0	1	0									0	0	0	0	3	0	0	0							9	81		
4:05 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0							8	78		
4:10 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	1	0	0							5	81		
4:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0							5	82		
4:20 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0							3	90		
4:25 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	0	0	0							6	91		
4:30 PM	0	0	0	0	0	0	1	0									0	0	0	0	1	1	0	0							9	97		
4:35 PM	0	0	0	0	0	0	1	0									0	0	0	0	2	0	0	0							3	99		
4:40 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	1	0	0							9	103		
4:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	2	0	0							8	99		
4:50 PM	0	0	0	0	0	0	1	0									0	0	0	0	0	0	0	0							5	94		
4:55 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	2	0	0							11	97		
5:00 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0							6	91		
5:05 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	0	0							11			
5:10 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	1	0	0							6			
5:15 PM	0	0	0	0	0	0	0	0									0	0	0	0	0	1	0	0							13			
5:20 PM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0							4			
5:25 PM	0	0	0	0	0	0	0	0									0	0	0	0	5	0	0	0							12			
5:30 PM	0	0	0	0	0	0	0	0									0	0	0	0	3	0	1	0							11			
5:35 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0							7			
5:40 PM	0	0	0	0	0	0	0	0									0	0	0	0	1	0	0	0							5			
5:45 PM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0							3			
5:50 PM	0	0	0	0	0	0	0	0									0	0	0	0	4	2	0	0							8			
5:55 PM	0	0	0	0	0	0	0	0									0	0	0	0	2	2	0	0							5			
Count Total	0	0	1	0	0	0	6	1									0	0	0	0	95	20	2	0							272			
Peak Hour	0	0	1	0	0	0	3	1									0	0	0	0	43	7	1	0							106			

Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles									Interval Start Time	Bicycles on Roadway									Interval Start Time	Pedestrians/Bicycles on Crosswalk								
	WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total		WB	NWB	NB	NEB	EB	SEB	SB	SWB	Total
3:00 PM	0	0	0	0	0	0	0	0	0	3:00 PM	0	0	0	0	0	0	0	0	0	3:00 PM	0	0	0	0	0	0	0	0	0
3:05 PM	0	0	0	0	0	0	0	0	0	3:05 PM	0	0	0	0	0	0	0	0	0	3:05 PM	0	0	0	0	0	0	0	0	0
3:10 PM	0	0	0	0	0	0	0	0	0	3:10 PM	0	0	0	0	0	0	0	0	0	3:10 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	3:15 PM	0	0	0	0	0	0	0	0	0	3:15 PM	0	0	0	0	0	0	0	0	0
3:20 PM	0	0	0	0	0	0	0	0	0	3:20 PM	0	0	0	0	0	0	0	0	0	3:20 PM	0	0	0	0	0	0	0	0	0
3:25 PM	0	0	0	1	0	0	0	0	1	3:25 PM	0	0	0	0	0	0	0	0	0	3:25 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	3:30 PM	0	0	0	0	0	0	0	0	0	3:30 PM	0	0	0	0	0	0	0	0	0
3:35 PM	0	0	0	0	0	0	0	0	0	3:35 PM	0	0	0	0	0	0	0	0	0	3:35 PM	0	0	0	0	0	0	0	0	0
3:40 PM	0	0	0	0	0	0	0	0	0	3:40 PM	0	0	0	0	0	0	0	0	0	3:40 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	3:45 PM	0	0	0	0	0	0	0	0	0	3:45 PM	0	0	0	0	0	0	0	0	0
3:50 PM	0	0	0	0	0	0	0	0	0	3:50 PM	0	0	0	0	0	0	1	0	1	3:50 PM	0	0	0	0	0	0	0	0	0
3:55 PM	0	0	0	0	0	0	0	0	0	3:55 PM	0	0	0	0	0	0	0	0	0	3:55 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	4:00 PM	0	0	0	0	0	0	0	0	0	4:00 PM	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	0	0	0	0	0	0	0	0	0	4:05 PM	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	0	0	0	0	0	4:10 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	0	0	0	0	0	0	0	0	0	4:20 PM	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	0	0	0	0	0	0	0	0	0	4:25 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	0	0	0	0	0	0	0	0	0	4:30 PM	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	0	0	0	0	0	0	4:35 PM	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	4:40 PM	0	0	0	0	0	0	0	0	0	4:40 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	0	0	0	0	0	0	0	0	4:50 PM	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	0	4:55 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	5:00 PM	0	0	0	0	0	0	0	0	0	5:00 PM	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	5:05 PM	0	0	0	0	0	0	0	0	0	5:05 PM	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	0	0	0	0	0	5:10 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	5:20 PM	0	0	0	0	0	0	0	0	0	5:20 PM	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	0	0	0	0	0	0	0	0	0	5:25 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	0	0	0	5:35 PM	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	5:40 PM	0	0	0	0	0	0	0	0	0	5:40 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	0	0	0	0	0	0	0	0	0	5:50 PM	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	0	0	0	0	0	0	0	5:55 PM	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	1	Count Total	0	0	0	0	0	0	1	0	1	Count Total	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	1	0	0	0	0	1	Peak Hour	0	0	0	0	0	0	1	0	1	Peak Hour	0	0	0	0	0	0	0	0	0

Appendix B: Crash Data

Crash History Data



Not all crashes in report occurred at study area intersections

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF STEVENSON
01/01/2014 - 12/31/2019

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY	REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	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 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
City Street	Skamania	Stevenson	1ST ST	SEYMOUR ST			3757592	08/22/2019	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	South	East	West	East	Did Not Grant RW to Vehicle			None
City Street	Skamania	Stevenson	1ST ST		2ND ST		3757601	03/16/2018	Possible Injury	1	0	2	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East		Vehicle Stopped	Exceeding Reas. Safe Speed	Inattention		Other Contributing Circ Not Listed
City Street	Skamania	Stevenson	1ST ST		SEYMOUR ST		E880163	01/05/2019	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	East	West			Apparently Ill	Apparently Fatigued		None
City Street	Skamania	Stevenson	ALLEY	RUSSELL AVE			E720535	09/24/2017	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Making Left Turn	Legally Parked, Unoccupied	East	South			Under Influence of Alcohol	Exceeding Reas. Safe Speed		None
City Street	Skamania	Stevenson	COLUMBIA AVE	VANCOUVER AVE			E827642	08/08/2018	Unknown	0	0	1	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights	Fence	Making Right Turn		East	Northwest			Other Contributing Circ Not Listed			
City Street	Skamania	Stevenson	E LOOP RD	FRANK JOHNS RD			E974907	10/23/2019	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	Northeast	Southwest	Did Not Grant RW to Vehicle			None
City Street	Skamania	Stevenson	KANAKA CREEK RD	NW BULLDOG DR			3434686	09/30/2016	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	South	North	South	Follow Too Closely	Inattention		None
City Street	Skamania	Stevenson	KANAKA CREEK RD		GROPPER RD		3321916	06/18/2015	Suspected Serious Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights	Utility Pole	Going Straight Ahead		North	South			Exceeding Stated Speed Limit	Exceeding Reas. Safe Speed	Improper Turn/Merge	
City Street	Skamania	Stevenson	KANAKA CREEK RD		SCHOOL ST		3321736	06/18/2018	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Utility Pole	Going Straight Ahead		South	North			Apparently Asleep or Fatigued			
City Street	Skamania	Stevenson	NE FRANK JOHNS RD	NW LOOP RD			E711460	09/10/2017	No Apparent Injury	0	0	1	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights	Earth Bank or Ledge	Making Left Turn		North	East			Exceeding Reas. Safe Speed			
City Street	Skamania	Stevenson	NE LOOP RD	NW CHESSER RD			3322077	06/05/2016	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights	One parked--one moving	Making Right Turn	Legally Parked, Unoccupied	West	South			Exceeding Reas. Safe Speed	Over Center Line	Non Motorist on Wrong Side of Road	
City Street	Skamania	Stevenson	NW GROPPER RD		MAPLE WAY		3321910	09/09/2014	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Merging (Entering Traffic)	Going Straight Ahead	North	South	East	West	Did Not Grant RW to Vehicle			Driver Not Distracted
City Street	Skamania	Stevenson	NW KANAKA CREEK RD	SCHOOL ST			E857083	11/01/2018	Possible Injury	1	0	2	0	0	At Intersection and Related	Raining	Wet	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	West	North	North	South	Inattention	Did Not Grant RW to Vehicle		None
City Street	Skamania	Stevenson	SCHOOL ST	BULL DOG LN			3758032	01/05/2017	Suspected Minor Injury	2	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	West	North	North	Southwest	Did Not Grant RW to Vehicle	Inattention		None
City Street	Skamania	Stevenson	SCHOOL ST		HOT SPRINGS ALAMEDA RD		E411039	03/25/2015	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Raining	Wet	Dark-No Street Light	One parked--one moving	Going Straight Ahead	Illegally Parked, Unoccupied					Other Contributing Circ Not Listed			Other Contributing Circ Not Listed
City Street	Skamania	Stevenson	SCHOOL ST		ROOSEVELT		2538238	10/09/2014	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	North	South	Vehicle Backing	Vehicle Stopped	Other Contributing Circ Not Listed			None
City Street	Skamania	Stevenson	SW ROCK CREEK DR		MALLICOTT RD		2538247	04/04/2015	Suspected Minor Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Linear Curb	Going Straight Ahead		East	West		Under Influence of Alcohol	Apparently Asleep or Fatigued	Over Center Line		
City Street	Skamania	Stevenson	SW ROCK CREEK DR		MALLICOTT RD		3322033	08/30/2015	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Overcast	Wet	Dark-Street Lights	Utility Pole	Going Straight Ahead		Northeast	South		Under Influence of Alcohol	Other Contributing Circ Not Listed			
City Street	Skamania	Stevenson	SW ROCK CREEK DR		ROCK CREEK PARK RD		2538396	03/03/2014	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Raining	Snow/Slush	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	West	East			Other Contributing Circ Not Listed			
City Street	Skamania	Stevenson	SW ROCK CREEK DR		SW LOTZ RD		3321779	03/08/2017	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Raining	Wet	Daylight	One car leaving parked position	Making U-Turn	Going Straight Ahead	North	East	North	South	Did Not Grant RW to Vehicle			None
City Street	Skamania	Stevenson	SW ROCK CREEK DR		SW RYAN ALLEN RD		E720506	09/30/2017	Suspected Serious Injury	3	0	1	0	0	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights	Mailbox	Going Straight Ahead		West	East		Under Influence of Alcohol	Exceeding Stated Speed Limit			
City Street	Skamania	Stevenson	SW RUSSELL AVE	1ST ST			E846451	09/25/2018	No Apparent Injury	0	0	1	0	0	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Tree or Stump (stationary)	Other*		North	East			None			
City Street	Skamania	Stevenson	SW RUSSELL AVE	ALLEYWAY			2341368	06/01/2016	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Utility Pole	Making Left Turn		North	South			Inattention			
City Street	Skamania	Stevenson	SW RUSSELL AVE		SW 2ND ST		3758039	09/02/2017	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Backing	Legally Parked, Unoccupied		Vehicle Backing			Improper Backing			
City Street	Skamania	Stevenson	VANCOUVER AVE	SCHOOL ST			3321922	12/14/2015	No Apparent Injury	0	0	1	0	0	At Intersection and Related	Overcast	Dry	Daylight	Utility Pole	Making Right Turn		West	North			Improper Turn/Merge	Inattention		
City Street	Skamania	Stevenson	VANCOUVER AVE		LASHER ST		3322032	08/27/2015	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights	Fire Hydrant	Going Straight Ahead		West	East		Under Influence of Alcohol	Other Contributing Circ Not Listed			
City Street	Skamania	Stevenson	VANCOUVER AVE		LASHER ST		E422077	05/01/2015	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Fire Hydrant	Going Straight Ahead		West	East		Other Contributing Circ Not Listed				
City Street	Skamania	Stevenson	VANCOUVER AVE		LASHER ST		E926782	05/30/2019	Suspected Minor Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Fence	Going Straight Ahead		North	Northeast		Exceeding Reas. Safe Speed				

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JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY	REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PDS	# BIKES	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 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
City Street	Skamania	Stevenson	VANCOUVER AVE		SCHOOL ST		E984612	11/09/2019	Possible Injury	1	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights	Entering at angle	Going Straight Ahead	Backing	West	East	Vehicle Backing	Vehicle Backing	Unknown Distraction			None
City Street	Skamania	Stevenson	VANCOUVER AVE		SW RUSSELL AVE		2538397	04/06/2014	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Unknown	Unknown	Unknown	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	West	East			Unknown Distraction			
State Route	Skamania	Stevenson	014			44.00	2537994	06/21/2014	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Vehicle Strikes Deer	Going Straight Ahead		East	West			None			
State Route	Skamania	Stevenson	014			44.05	E467961	10/04/2015	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn	West	East	West	South	Follow Too Closely			None
State Route	Skamania	Stevenson	014			44.05	E790313	04/18/2018	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	South	West	East	West	Did Not Grant RW to Vehicle			None
State Route	Skamania	Stevenson	014			44.13	E416861	04/12/2015	No Apparent Injury	0	0	1	0	0	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Building	Going Straight Ahead		East	South			Driver Not Distracted			
State Route	Skamania	Stevenson	014			44.18	2341356	06/03/2017	No Apparent Injury	0	0	2	0	0	At Driveway within Major Intersection	Overcast	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West	Did Not Grant RW to Vehicle			None
State Route	Skamania	Stevenson	014			44.18	3321974	10/11/2016	No Apparent Injury	0	0	2	0	0	At Driveway within Major Intersection	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Merging (Entering Traffic)	Going Straight Ahead	North	West	East	West	Did Not Grant RW to Vehicle			None
State Route	Skamania	Stevenson	014			44.18	E309677	02/13/2014	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped in Roadway	North	East	West	Vehicle Stopped	Inattention			Driver Not Distracted
State Route	Skamania	Stevenson	014			44.18	E654466	03/11/2017	No Apparent Injury	0	0	1	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights	Street Light Pole or Base	Going Straight Ahead		West	East			Under Influence of Alcohol	Apparently Asleep or Fatigued		
State Route	Skamania	Stevenson	014			44.20	3321801	09/02/2016	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Raining	Wet	Daylight	One car leaving parked position	Starting From Parked Position	Going Straight Ahead	West	Northeast	West	East	Did Not Grant RW to Vehicle			None
State Route	Skamania	Stevenson	014			44.21	3321956	04/13/2015	Possible Injury	1	0	3	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - both going straight - sideswipe	Going Straight Ahead	Going Straight Ahead	West	East	East	West	Under Influence of Drugs			None
State Route	Skamania	Stevenson	014			44.22	E973095	10/11/2019	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	South	East	East	West	Other Contributing Circ Not Listed			None
State Route	Skamania	Stevenson	014			44.23	3321966	03/26/2016	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	One car leaving parked position	Starting From Parked Position	Making Right Turn	Northwest	Southeast	North	West	Inattention			Other Contributing Circ Not Listed
State Route	Skamania	Stevenson	014			44.26	2537999	01/27/2015	Possible Injury	1	0	2	0	0	At Intersection and Related	Overcast	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Slowing	Slowing	West	East	West	East	None			Inattention
State Route	Skamania	Stevenson	014			44.26	3322104	07/27/2016	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Right Turn	Going Straight Ahead	South	East	West	East	Other Contributing Circ Not Listed	Inattention		Other Contributing Circ Not Listed
State Route	Skamania	Stevenson	014			44.26	3758027	10/23/2016	Possible Injury	1	0	2	0	0	At Intersection and Related	Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East	Vehicle Backing	Vehicle Stopped	Follow Too Closely			None
State Route	Skamania	Stevenson	014			44.26	E889436	02/02/2019	No Apparent Injury	0	0	2	0	0	At Intersection and Not Related	Overcast	Wet	Daylight	From opposite direction - both going straight - sideswipe	Going Straight Ahead	Going Straight Ahead	West	East	East	West	Other Contributing Circ Not Listed			None
State Route	Skamania	Stevenson	014			44.26	E936452	02/01/2019	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Raining	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West	Did Not Grant RW to Vehicle			None
State Route	Skamania	Stevenson	014			44.30	3321969	05/29/2016	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Slowing	Legally Parked, Unoccupied	West	East		Vehicle Stopped	Distractions Outside Vehicle			None
State Route	Skamania	Stevenson	014			44.32	E450072	08/03/2015	No Apparent Injury	0	0	3	0	0	Not at Intersection and Not Related	Overcast	Dry	Daylight	From opposite direction - both moving - head-on	Going Straight Ahead	Going Straight Ahead	West	East	East	West	Apparently Asleep or Fatigued			None
State Route	Skamania	Stevenson	014			44.33	3743351	11/12/2017	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Overcast	Wet	Daylight	One parked--one moving	Legally Parked, Unoccupied	Going Straight Ahead	Vehicle Stopped	Vehicle Stopped	West	East	None			Unknown Distraction
State Route	Skamania	Stevenson	014			44.33	E851359	10/19/2018	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Occupied	West	East	East	West	None			Inattention

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF STEVENSON
 01/01/2014 - 12/31/2019

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY	REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PDS	# BIKES	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 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
State Route	Skamania	Stevenson	014			44.34	3321952	04/07/2014	Possible Injury	2	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic	Going Straight Ahead		Vehicle Stopped	East	West	None			Inattention
State Route	Skamania	Stevenson	014			44.34	3757596	12/18/2019	No Apparent Injury	0	0	1	0	0	At Intersection and Related	Clear	Dry	Dark-Street Lights	Street Light Pole or Base	Making Right Turn		South	East			Other Contributing Circ Not Listed	Improper Turn/Merge		
State Route	Skamania	Stevenson	014			44.34	E433726	06/12/2015	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	South	West	East	West	Inattention			Driver Not Distracted
State Route	Skamania	Stevenson	014			44.34	E953619	08/20/2019	Suspected Minor Injury	1	0	1	0	1	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Pedalcyclist Strikes Moving Vehicle	Making Right Turn		South	East			Inattention			
State Route	Skamania	Stevenson	014			44.41	3321471	11/10/2014	Possible Injury	2	0	2	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic	Going Straight Ahead	West	East	West	East	None			Inattention
State Route	Skamania	Stevenson	014			44.42	E847726	10/09/2018	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Overcast	Dry	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	West	East			Other Driver Distractions Inside Vehicle			None
State Route	Skamania	Stevenson	014			44.43	E602571	10/31/2016	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Raining	Wet	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West	Did Not Grant RW to Vehicle			None
State Route	Skamania	Stevenson	014			44.43	E986428	11/26/2019	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West	Disregard Stop Sign - Flashing Red	Did Not Grant RW to Vehicle		None
State Route	Skamania	Stevenson	014			44.44	E635164	01/10/2017	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Snowing	Snow/Slush	Daylight	From same direction - all others	Stopped in Roadway	Going Straight Ahead	North	Vehicle Stopped	North	South	Other Contributing Circ Not Listed			Other Contributing Circ Not Listed
State Route	Skamania	Stevenson	014			44.45	3321907	03/26/2014	Possible Injury	2	0	2	0	0	Not at Intersection and Not Related	Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Going Straight Ahead	East	West	East	West	Unknown Distraction			Driver Not Distracted
State Route	Skamania	Stevenson	014			44.49	E539321	03/25/2016	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Occupied					Other Contributing Circ Not Listed			None
State Route	Skamania	Stevenson	014			44.51	3758031	11/03/2016	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Overcast	Dry	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	East	West	Vehicle Stopped	Vehicle Stopped	Inattention			None
State Route	Skamania	Stevenson	014			44.60	3743337	08/08/2019	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Dry	Dawn	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	West	West	East	Inattention			Driver Not Distracted
State Route	Skamania	Stevenson	014			44.64	E781591	03/17/2018	Possible Injury	1	0	2	0	0	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	East	West	East	West	Inattention	Exceeding Stated Speed Limit		None
State Route	Skamania	Stevenson	014			44.65	E550833	05/30/2016	Possible Injury	1	0	2	0	0	At Intersection and Related	Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped	Follow Too Closely			None
State Route	Skamania	Stevenson	014			44.65	E699460	07/31/2017	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped	Driver Adjusting Audio or Entertainment			Driver Not Distracted
State Route	Skamania	Stevenson	014			44.65	E968260	09/11/2019	Suspected Minor Injury	2	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Slowing	North	Southwest	West	East	Inattention	Did Not Grant RW to Vehicle		None

Appendix C: Sight Distance Photos

1. SW Rock Creek Drive at SR 14
7. Lutheran Church Road at 2nd Street
19. Kanaka Creek Road at School Street/Bulldog Drive



SW Rock Creek & SR 14 Looking West



SW Rock Creek & SR 14 Looking East



Lutheran Church Road at 2nd Street Looking West



Lutheran Church Road at 2nd Street Looking East



School Street at Kanaka Creek Road Looking North



Bulldog Drive at Kanaka Creek Road Looking North

Appendix D: Warrant Assessment

Left-Turn Lane Warrant Analysis

Preliminary Signal Warrant Analysis



Left-Turn Lane Warrant Analysis



Project: 21063 - Stevenson Citywide Traffic Study
 Intersection: SR-14 & 1st Street
 Date: 12/2/2022
 Scenario: Planning Horizon Year 2041 - PM Peak Hour

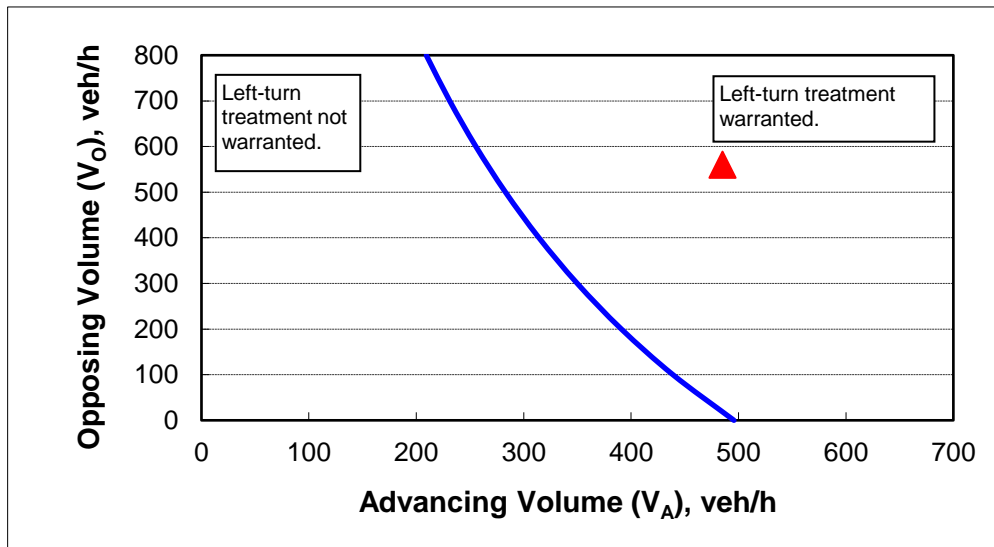
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Left-turns in advancing volume (V_A), veh/hr:	105
Advancing volume (V_A), veh/h:	485
Opposing volume (V_O), veh/h:	560

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	266
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS (2-Lane Roadway)

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 21063 - Stevenson Citywide Traffic Study
 Intersection: SR-14 & NE Frank Johns Road
 Date: 12/2/2022
 Scenario: Planning Horizon Year 2041 - PM Peak Hour

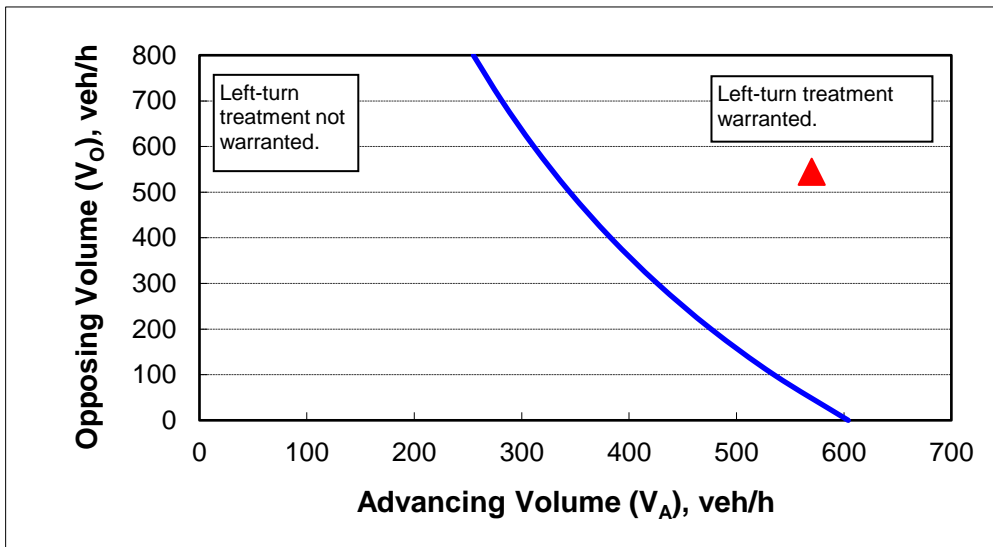
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Left-turns in advancing volume (V_A), veh/hr:	75
Advancing volume (V_A), veh/h:	570
Opposing volume (V_O), veh/h:	545

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	329
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS (2-Lane Roadway)

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: 21063 - Stevenson Citywide Traffic Study
 Intersection: SR-14 & Lutheran Church Road
 Date: 12/2/2022
 Scenario: Planning Horizon Year 2041 - PM Peak Hour

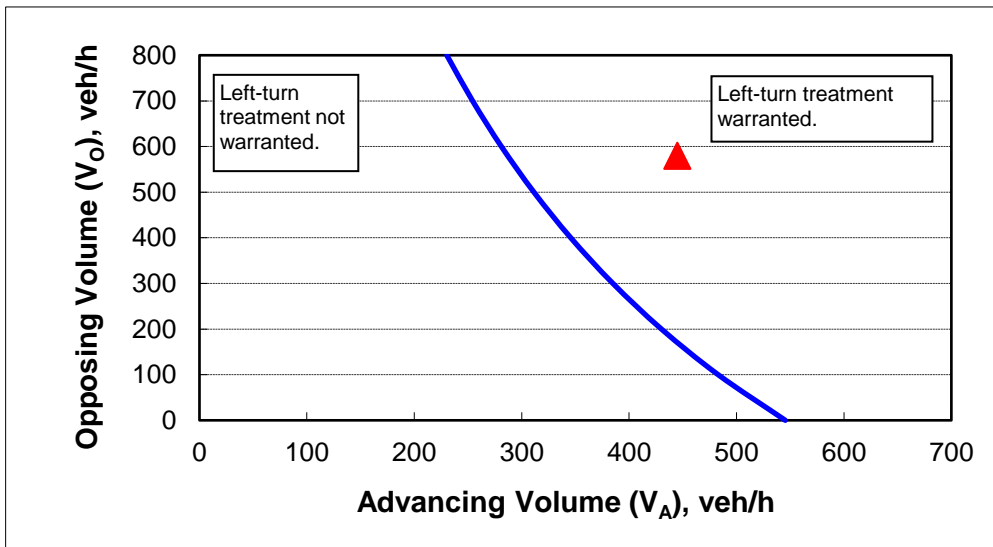
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Left-turns in advancing volume (V_A), veh/hr:	75
Advancing volume (V_A), veh/h:	445
Opposing volume (V_O), veh/h:	580

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	287
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS (2-Lane Roadway)

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Preliminary Traffic Signal Warrant Analysis

Project: 21063 - Stevenson Citywide Traffic Study
 Date: 12/2/2022
 Scenario: 2041 Planning Horizon - PM Peak Hour

Major Street:	SR-14	Minor Street:	Rock Creek Drive	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1195	PM Peak Hour Volumes:	100 75 25%	Total Rights RT Discount

Warrant Used:

<input type="checkbox"/>	100 percent of standard warrants used
<input checked="" type="checkbox"/>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>WARRANT 1, CONDITION A</u>		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	11,950	6,200	
Minor Street*	810	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	11,950	9,300	
Minor Street*	810	950	No
<i>Combination Warrant</i>			
Major Street	11,950	7,440	
Minor Street*	810	1,480	No

* Minor street right-turning traffic volumes reduced by 25%.



Preliminary Traffic Signal Warrant Analysis

Project: 21063 - Stevenson Citywide Traffic Study
 Date: 12/2/2022
 Scenario: 2041 Planning Horizon - PM Peak Hour

Major Street:	SR-14	Minor Street:	1st Street	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1045	PM Peak Hour Volumes:	145	Total Rights RT Discount
			55	
			25%	

Warrant Used:

	100 percent of standard warrants used
<u>X</u>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>WARRANT 1, CONDITION A</u>		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	10,450	6,200	
Minor Street*	1,310	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	10,450	9,300	
Minor Street*	1,310	950	Yes
<i>Combination Warrant</i>			
Major Street	10,450	7,440	
Minor Street*	1,310	1,480	No

* Minor street right-turning traffic volumes reduced by 25%.



Preliminary Traffic Signal Warrant Analysis

Project: 21063 - Stevenson Citywide Traffic Study
 Date: 12/2/2022
 Scenario: 2041 Planning Horizon - PM Peak Hour

Major Street:	SR-14	Minor Street:	SW Rock Creek Drive	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1085	PM Peak Hour Volumes:	210	Total Rights RT Discount
			60	
			25%	

Warrant Used:

	100 percent of standard warrants used
<u>X</u>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
<u>WARRANT 1, CONDITION A</u>					
1	1	100%	70%	100%	70%
2 or more	1	8,850	6,200	2,650	1,850
2 or more	2 or more	10,600	7,400	2,650	1,850
1	2 or more	10,600	7,400	3,550	2,500
		8,850	6,200	3,550	2,500
<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	10,850	6,200	
Minor Street*	1,950	1,850	Yes
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	10,850	9,300	
Minor Street*	1,950	950	Yes
<i>Combination Warrant</i>			
Major Street	10,850	7,440	
Minor Street*	1,950	1,480	Yes

* Minor street right-turning traffic volumes reduced by 25%.



Preliminary Traffic Signal Warrant Analysis

Project: 21063 - Stevenson Citywide Traffic Study
 Date: 12/2/2022
 Scenario: 2041 Planning Horizon - PM Peak Hour

Major Street:	SR-14	Minor Street:	SW Russell Avenue	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1350	PM Peak Hour Volumes:	85	Total Rights
			40	RT Discount
			25%	

Warrant Used:

	100 percent of standard warrants used
<u>X</u>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
<u>WARRANT 1, CONDITION A</u>					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	13,500	6,200	
Minor Street*	750	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	13,500	9,300	
Minor Street*	750	950	No
<i>Combination Warrant</i>			
Major Street	13,500	7,440	
Minor Street*	750	1,480	No

* Minor street right-turning traffic volumes reduced by 25%.



Preliminary Traffic Signal Warrant Analysis

Project: 21063 - Stevenson Citywide Traffic Study
 Date: 12/2/2022
 Scenario: 2041 Planning Horizon - PM Peak Hour

Major Street:	SR-14	Minor Street:	Columbia Street	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1145	PM Peak Hour Volumes:	185	Total Rights RT Discount
			70	
			25%	

Warrant Used:

	100 percent of standard warrants used
<u>X</u>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>WARRANT 1, CONDITION A</u>		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	11,450	6,200	
Minor Street*	1,680	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	11,450	9,300	
Minor Street*	1,680	950	Yes
<i>Combination Warrant</i>			
Major Street	11,450	7,440	
Minor Street*	1,680	1,480	Yes

* Minor street right-turning traffic volumes reduced by 25%.



Preliminary Traffic Signal Warrant Analysis

Project: 21063 - Stevenson Citywide Traffic Study
 Date: 12/2/2022
 Scenario: 2041 Planning Horizon - PM Peak Hour

Major Street:	SR-14	Minor Street:	NE Frank Johns Road	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1225	PM Peak Hour Volumes:	25	Total Rights RT Discount
			10	
			25%	

Warrant Used:

	100 percent of standard warrants used
<u>X</u>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
<u>WARRANT 1, CONDITION A</u>					
1	1	100%	70%	100%	70%
2 or more	1	8,850	6,200	2,650	1,850
2 or more	2 or more	10,600	7,400	2,650	1,850
1	2 or more	10,600	7,400	3,550	2,500
		8,850	6,200	3,550	2,500
<u>WARRANT 1, CONDITION B</u>					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	12,250	6,200	
Minor Street*	230	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	12,250	9,300	
Minor Street*	230	950	No
<i>Combination Warrant</i>			
Major Street	12,250	7,440	
Minor Street*	230	1,480	No

* Minor street right-turning traffic volumes reduced by 25%.

Appendix E: Operations

Synchro Reports

Queuing Reports





Level of Service Definitions

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

- *Level of service A:* Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.
- *Level of service B:* Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.
- *Level of service C:* Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.
- *Level of service D:* Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.
- *Level of service E:* Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.
- *Level of service F:* Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



Level of Service Criteria
For Signalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Level of Service Criteria
For Unsignalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶		↶	↷
Traffic Vol, veh/h	70	331	327	24	12	63
Future Vol, veh/h	70	331	327	24	12	63
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	75	356	352	26	13	68

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	383	0	-	0	881 375
Stage 1	-	-	-	-	370 -
Stage 2	-	-	-	-	511 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1165	-	-	-	318 674
Stage 1	-	-	-	-	701 -
Stage 2	-	-	-	-	604 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1159	-	-	-	294 668
Mov Cap-2 Maneuver	-	-	-	-	294 -
Stage 1	-	-	-	-	652 -
Stage 2	-	-	-	-	601 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1159	-	-	-	294	668
HCM Lane V/C Ratio	0.065	-	-	-	0.044	0.101
HCM Control Delay (s)	8.3	-	-	-	17.8	11
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.3

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	99	14	289	65	28
Future Vol, veh/h	263	99	14	289	65	28
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	289	109	15	318	71	31

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	403	0	702
Stage 1	-	-	-	-	349
Stage 2	-	-	-	-	353
Critical Hdwy	-	-	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.236	-	3.536
Pot Cap-1 Maneuver	-	-	1145	-	401
Stage 1	-	-	-	-	710
Stage 2	-	-	-	-	707
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1140	-	391
Mov Cap-2 Maneuver	-	-	-	-	391
Stage 1	-	-	-	-	706
Stage 2	-	-	-	-	692

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1140	-
HCM Lane V/C Ratio	0.228	-	-	0.013	-
HCM Control Delay (s)	15.4	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

HCM 6th TWSC
3: SR-14 & Rock Creek Drive

11/21/2022

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	27	265	257	113	123	36
Future Vol, veh/h	27	265	257	113	123	36
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	4	4	3	3
Mvmt Flow	29	282	273	120	131	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	398	0	-	0	683 343
Stage 1	-	-	-	-	338 -
Stage 2	-	-	-	-	345 -
Critical Hdwy	4.12	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1161	-	-	-	413 697
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	715 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1155	-	-	-	396 690
Mov Cap-2 Maneuver	-	-	-	-	396 -
Stage 1	-	-	-	-	695 -
Stage 2	-	-	-	-	711 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1155	-	-	-	396	690
HCM Lane V/C Ratio	0.025	-	-	-	0.33	0.056
HCM Control Delay (s)	8.2	0	-	-	18.5	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.2

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	↕
Traffic Vol, veh/h	27	352	34	19	386	30	0	0	0	13	9	28
Future Vol, veh/h	27	352	34	19	386	30	0	0	0	13	9	28
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	3	3	3	0	0	0	0	0	0
Mvmt Flow	28	363	35	20	398	31	0	0	0	13	9	29

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	434	0	0	403	0	0		901	918	424
Stage 1	-	-	-	-	-	-		459	459	-
Stage 2	-	-	-	-	-	-		442	459	-
Critical Hdwy	4.11	-	-	4.13	-	-		6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.4	5.5	-
Follow-up Hdwy	2.209	-	-	2.227	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	1131	-	-	1150	-	-		311	274	634
Stage 1	-	-	-	-	-	-		641	570	-
Stage 2	-	-	-	-	-	-		652	570	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	1126	-	-	1150	-	-		291	0	628
Mov Cap-2 Maneuver	-	-	-	-	-	-		291	0	-
Stage 1	-	-	-	-	-	-		617	0	-
Stage 2	-	-	-	-	-	-		634	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0.4	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1126	-	-	1150	-	-	291	628
HCM Lane V/C Ratio	0.025	-	-	0.017	-	-	0.078	0.046
HCM Control Delay (s)	8.3	0	-	8.2	0	-	18.4	11
HCM Lane LOS	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.3	0.1

HCM 6th TWSC
5: Columbia Street & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	54	294	7	0	372	33	7	5	5	62	6	47
Future Vol, veh/h	54	294	7	0	372	33	7	5	5	62	6	47
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	6	6	6	0	0	0	1	1	1
Mvmt Flow	56	306	7	0	388	34	7	5	5	65	6	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	427	0	0	318	0	0	865	854	320	842	840	415
Stage 1	-	-	-	-	-	-	427	427	-	410	410	-
Stage 2	-	-	-	-	-	-	438	427	-	432	430	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1122	-	-	1220	-	-	276	298	725	285	303	640
Stage 1	-	-	-	-	-	-	610	589	-	621	597	-
Stage 2	-	-	-	-	-	-	601	589	-	604	585	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1117	-	-	1214	-	-	237	277	718	263	282	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	277	-	263	282	-
Stage 1	-	-	-	-	-	-	570	550	-	581	594	-
Stage 2	-	-	-	-	-	-	546	586	-	555	546	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			17.2			18.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	312	1117	-	-	1214	-	-	263	556
HCM Lane V/C Ratio	0.057	0.05	-	-	-	-	-	0.246	0.099
HCM Control Delay (s)	17.2	8.4	0	-	0	-	-	23.1	12.2
HCM Lane LOS	C	A	A	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.9	0.3

HCM 6th TWSC
6: NE Frank Johns Road & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	9	331	8	27	379	5	5	5	0	9	5	6
Future Vol, veh/h	9	331	8	27	379	5	5	5	0	9	5	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	6	6	6	0	0	0	7	7	7
Mvmt Flow	10	356	9	29	408	5	5	5	0	10	5	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	370	0	0	865	862	371	862	864	421
Stage 1	-	-	-	-	-	-	386	386	-	474	474	-
Stage 2	-	-	-	-	-	-	479	476	-	388	390	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	1136	-	-	1167	-	-	276	295	679	270	287	622
Stage 1	-	-	-	-	-	-	641	614	-	562	549	-
Stage 2	-	-	-	-	-	-	571	560	-	626	599	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1131	-	-	1161	-	-	259	282	673	257	274	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	282	-	257	274	-
Stage 1	-	-	-	-	-	-	631	604	-	553	533	-
Stage 2	-	-	-	-	-	-	543	543	-	611	589	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			18.9			17.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1131	-	-	1161	-	-	317
HCM Lane V/C Ratio	0.04	0.009	-	-	0.025	-	-	0.068
HCM Control Delay (s)	18.9	8.2	0	-	8.2	-	-	17.2
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

HCM 6th TWSC
7: 1st Street & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔	↔		↔
Traffic Vol, veh/h	13	304	0	0	405	7	0	0	129	5	0	79
Future Vol, veh/h	13	304	0	0	405	7	0	0	129	5	0	79
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	35
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	5	5	5	14	14	14	0	0	0
Mvmt Flow	14	317	0	0	422	7	0	0	134	5	0	82

Major/Minor	Major1			Major2			Minor2				
Conflicting Flow All	434	0	-	-	-	0			781	-	436
Stage 1	-	-	-	-	-	-			431	-	-
Stage 2	-	-	-	-	-	-			350	-	-
Critical Hdwy	4.12	-	-	-	-	-			6.4	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	-	-
Follow-up Hdwy	2.218	-	-	-	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	1126	-	0	0	-	-			366	0	625
Stage 1	-	-	0	0	-	-			660	0	-
Stage 2	-	-	0	0	-	-			718	0	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1121	-	-	-	-	-			357	0	619
Mov Cap-2 Maneuver	-	-	-	-	-	-			357	0	-
Stage 1	-	-	-	-	-	-			647	0	-
Stage 2	-	-	-	-	-	-			714	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1121	-	-	-	357	619
HCM Lane V/C Ratio	0.012	-	-	-	0.015	0.133
HCM Control Delay (s)	8.3	0	-	-	15.2	11.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.5

HCM 6th TWSC
8: Rock Creek Drive & Foster Creek Road

11/21/2022

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	17	9	67	55	5
Future Vol, veh/h	5	17	9	67	55	5
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	20	10	77	63	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	173	76	74	0	0
Stage 1	71	-	-	-	-
Stage 2	102	-	-	-	-
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	822	991	1538	-	-
Stage 1	957	-	-	-	-
Stage 2	927	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	808	982	1531	-	-
Mov Cap-2 Maneuver	808	-	-	-	-
Stage 1	946	-	-	-	-
Stage 2	922	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	936	-	-
HCM Lane V/C Ratio	0.007	-	0.027	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
 9: Foster Creek Road & Ryan Allen Road

11/21/2022

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	17	13	0	17	18
Future Vol, veh/h	5	17	13	0	17	18
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	20	15	0	20	21

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	86	25	0	0	20	0
Stage 1	20	-	-	-	-	-
Stage 2	66	-	-	-	-	-
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	920	1057	-	-	1609	-
Stage 1	1008	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	899	1047	-	-	1601	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	3.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1601
HCM Lane V/C Ratio	-	-	0.025	0.012
HCM Control Delay (s)	-	-	8.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
10: Ryan Allen Road & Iman Cemetery Road

11/21/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	19	21	25	25	0
Future Vol, veh/h	5	19	21	25	25	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	7	26	28	34	34	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	67	0	-	0	95	55
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1509	-	-	-	909	1018
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1502	-	-	-	895	1008
Mov Cap-2 Maneuver	-	-	-	-	895	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	978	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.5	0	9.2			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1502	-	-	-	895	
HCM Lane V/C Ratio	0.004	-	-	-	0.038	
HCM Control Delay (s)	7.4	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	5	0	0	5	0	9	0	53	0	35	39
Future Vol, veh/h	38	5	0	0	5	0	9	0	53	0	35	39
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	48	6	0	0	6	0	11	0	66	0	44	49

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	137	167	79	137	158	43	98	0	0	71	0	0
Stage 1	74	74	-	60	60	-	-	-	-	-	-	-
Stage 2	63	93	-	77	98	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.14	-	-	4.13	-	-
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	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	838	729	987	838	738	1033	1483	-	-	1523	-	-
Stage 1	940	837	-	957	849	-	-	-	-	-	-	-
Stage 2	953	822	-	937	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	820	716	978	820	725	1023	1476	-	-	1516	-	-
Mov Cap-2 Maneuver	820	716	-	820	725	-	-	-	-	-	-	-
Stage 1	928	833	-	945	838	-	-	-	-	-	-	-
Stage 2	934	811	-	926	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10	1.1	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1476	-	-	806	725	1516	-
HCM Lane V/C Ratio	0.008	-	-	0.067	0.009	-	-
HCM Control Delay (s)	7.5	0	-	9.8	10	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	23	87	93	18	20	28
Future Vol, veh/h	23	87	93	18	20	28
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	113	121	23	26	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	149	0	-	0	316 143
Stage 1	-	-	-	-	138 -
Stage 2	-	-	-	-	178 -
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	1445	-	-	-	681 910
Stage 1	-	-	-	-	894 -
Stage 2	-	-	-	-	858 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1438	-	-	-	659 901
Mov Cap-2 Maneuver	-	-	-	-	659 -
Stage 1	-	-	-	-	870 -
Stage 2	-	-	-	-	854 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1438	-	-	-	781
HCM Lane V/C Ratio	0.021	-	-	-	0.08
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	13	21	25	37	33	16
Future Vol, veh/h	13	21	25	37	33	16
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	26	31	46	41	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	82	0	-	0	122 64
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	63 -
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	1528	-	-	-	878 1006
Stage 1	-	-	-	-	969 -
Stage 2	-	-	-	-	965 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1521	-	-	-	860 996
Mov Cap-2 Maneuver	-	-	-	-	860 -
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	960 -

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1521	-	-	-	900
HCM Lane V/C Ratio	0.011	-	-	-	0.068
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
14: Vancouver Avenue & Homeward Street

11/21/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	47	46	0	20	20
Future Vol, veh/h	0	47	46	0	20	20
Conflicting Peds, #/hr	5	0	0	5	5	5
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	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	65	64	0	28	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	69	0	-	0	139 74
Stage 1	-	-	-	-	69 -
Stage 2	-	-	-	-	70 -
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	1545	-	-	-	859 993
Stage 1	-	-	-	-	959 -
Stage 2	-	-	-	-	958 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1538	-	-	-	850 984
Mov Cap-2 Maneuver	-	-	-	-	850 -
Stage 1	-	-	-	-	954 -
Stage 2	-	-	-	-	953 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	912
HCM Lane V/C Ratio	-	-	-	-	0.061
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
15: Columbia Street & Vancouver Avenue

11/21/2022

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	13	37	80	18	0	23	0	64	0	0	0
Future Vol, veh/h	0	13	37	80	18	0	23	0	64	0	0	0
Conflicting Peds, #/hr	0	0	5	5	0	0	5	0	5	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	86	86	86	86	95	86	95	86	95	95	95
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	0	15	43	93	21	0	27	0	74	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	139	-	110	102	-	6	0	0	79	0	0
Stage 1	-	6	-	96	96	-	-	-	-	-	-	-
Stage 2	-	133	-	14	6	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	7.1	6.5	-	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	3.5	4	-	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	756	0	873	792	0	1628	-	-	1519	-	-
Stage 1	0	895	0	916	819	0	-	-	-	-	-	-
Stage 2	0	790	0	1011	895	0	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	735	-	840	770	-	1620	-	-	1512	-	-
Mov Cap-2 Maneuver	-	735	-	840	770	-	-	-	-	-	-	-
Stage 1	-	891	-	895	800	-	-	-	-	-	-	-
Stage 2	-	772	-	989	891	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s			10.1		1.9			0		
HCM LOS			B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	826	1512	-
HCM Lane V/C Ratio	0.017	-	-	-	0.138	-	-
HCM Control Delay (s)	7.3	0	-	-	10.1	0	-
HCM Lane LOS	A	A	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	62	5	10	5	44	39	5	5	41	5
Future Vol, veh/h	6	0	62	5	10	5	44	39	5	5	41	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Stop
Storage Length	35	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	0	0	0	0	0	0	3	3	3
Mvmt Flow	7	0	68	5	11	5	48	43	5	5	45	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	215	209	55	207	207	56	50	0	0	53	0	0
Stage 1	60	60	-	147	147	-	-	-	-	-	-	-
Stage 2	155	149	-	60	60	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	737	684	1006	755	693	1016	1570	-	-	1546	-	-
Stage 1	946	841	-	860	779	-	-	-	-	-	-	-
Stage 2	843	770	-	957	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	698	653	996	678	662	1006	1563	-	-	1539	-	-
Mov Cap-2 Maneuver	698	653	-	678	662	-	-	-	-	-	-	-
Stage 1	911	834	-	828	750	-	-	-	-	-	-	-
Stage 2	796	742	-	885	842	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		10.1		3.7		0.7	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	698	1092	729	1539	-	-
HCM Lane V/C Ratio	0.031	-	-	0.009	0.062	0.03	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10.2	8.5	10.1	7.3	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	28	26	13	9	5
Future Vol, veh/h	5	28	26	13	9	5
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	38	36	18	12	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.4	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	67%	15%	0%
Vol Thru, %	33%	0%	64%
Vol Right, %	0%	85%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	39	33	14
LT Vol	26	5	0
Through Vol	13	0	9
RT Vol	0	28	5
Lane Flow Rate	53	45	19
Geometry Grp	1	1	1
Degree of Util (X)	0.061	0.045	0.02
Departure Headway (Hd)	4.127	3.545	3.804
Convergence, Y/N	Yes	Yes	Yes
Cap	871	1007	941
Service Time	2.139	1.578	1.826
HCM Lane V/C Ratio	0.061	0.045	0.02
HCM Control Delay	7.4	6.7	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	5	6	5	5	5	23	0	5	32	5
Future Vol, veh/h	0	5	5	6	5	5	5	23	0	5	32	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	6	6	7	6	6	6	27	0	6	38	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	114	108	57	114	117	37	61	0	0	32	0	0
Stage 1	64	64	-	44	44	-	-	-	-	-	-	-
Stage 2	50	44	-	70	73	-	-	-	-	-	-	-
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	868	786	1015	868	777	1041	1555	-	-	1593	-	-
Stage 1	952	846	-	975	862	-	-	-	-	-	-	-
Stage 2	968	862	-	945	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	845	772	1005	845	763	1031	1548	-	-	1585	-	-
Mov Cap-2 Maneuver	845	772	-	845	763	-	-	-	-	-	-	-
Stage 1	943	838	-	966	854	-	-	-	-	-	-	-
Stage 2	947	854	-	925	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.3	1.3	0.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1548	-	-	873	865	1585	-
HCM Lane V/C Ratio	0.004	-	-	0.013	0.022	0.004	-
HCM Control Delay (s)	7.3	0	-	9.2	9.3	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 6th TWSC
 19: Kanaka Creek Road & School Street/Bulldog Drive

11/21/2022

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	8	0	0	0	5	42	0	0	51	10
Future Vol, veh/h	11	0	8	0	0	0	5	42	0	0	51	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	0	0	0
Mvmt Flow	14	0	10	0	0	0	6	54	0	0	65	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	148	148	82	153	154	64	83	0	0	59	0	0
Stage 1	77	77	-	71	71	-	-	-	-	-	-	-
Stage 2	71	71	-	82	83	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	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	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	825	747	983	819	741	1006	1508	-	-	1558	-	-
Stage 1	937	835	-	944	840	-	-	-	-	-	-	-
Stage 2	944	840	-	931	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	814	737	974	800	731	996	1501	-	-	1551	-	-
Mov Cap-2 Maneuver	814	737	-	800	731	-	-	-	-	-	-	-
Stage 1	929	831	-	936	832	-	-	-	-	-	-	-
Stage 2	936	832	-	917	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0	0.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1501	-	-	874	-	1551	-
HCM Lane V/C Ratio	0.004	-	-	0.028	-	-	-
HCM Control Delay (s)	7.4	0	-	9.2	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	25	11	35	36	5
Future Vol, veh/h	0	25	11	35	36	5
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	33	15	47	48	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	82 49
Stage 1	-	-	-	-	44 -
Stage 2	-	-	-	-	38 -
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	1547	-	-	-	925 1025
Stage 1	-	-	-	-	984 -
Stage 2	-	-	-	-	990 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1540	-	-	-	916 1015
Mov Cap-2 Maneuver	-	-	-	-	916 -
Stage 1	-	-	-	-	979 -
Stage 2	-	-	-	-	985 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	927
HCM Lane V/C Ratio	-	-	-	-	0.059
HCM Control Delay (s)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
21: NW Chesser Road & Gropper Road

11/21/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	5	5	9	8	5
Future Vol, veh/h	14	5	5	9	8	5
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	7	7	13	12	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	32	0	61
Stage 1	-	-	-	-	29
Stage 2	-	-	-	-	32
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1593	-	950
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	996
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1585	-	937
Mov Cap-2 Maneuver	-	-	-	-	937
Stage 1	-	-	-	-	994
Stage 2	-	-	-	-	987

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	972	-	-	1585	-
HCM Lane V/C Ratio	0.019	-	-	0.005	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
1: SR-14 & Rock Creek Drive

11/21/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
Traffic Vol, veh/h	175	460	440	120	25	75
Future Vol, veh/h	175	460	440	120	25	75
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	184	484	463	126	26	79

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	594	0	-	0	1388 536
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	857 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	972	-	-	-	158 547
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	967	-	-	-	127 542
Mov Cap-2 Maneuver	-	-	-	-	127 -
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	415 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	-	127	542
HCM Lane V/C Ratio	0.19	-	-	-	0.207	0.146
HCM Control Delay (s)	9.6	-	-	-	40.6	12.8
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.7	0.5

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	190	105	380	90	55
Future Vol, veh/h	370	190	105	380	90	55
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	389	200	111	400	95	58

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	594	0	1121
Stage 1	-	-	-	-	494
Stage 2	-	-	-	-	627
Critical Hdwy	-	-	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.236	-	3.536
Pot Cap-1 Maneuver	-	-	972	-	226
Stage 1	-	-	-	-	609
Stage 2	-	-	-	-	529
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	967	-	191
Mov Cap-2 Maneuver	-	-	-	-	191
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	449

Approach	EB	WB	NB
HCM Control Delay, s	0	2	38.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	255	-	-	967	-
HCM Lane V/C Ratio	0.599	-	-	0.114	-
HCM Control Delay (s)	38.2	-	-	9.2	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	3.5	-	-	0.4	-

HCM 6th TWSC
3: SR-14 & Rock Creek Drive

11/21/2022

Intersection						
Int Delay, s/veh	11.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	110	365	380	215	150	60
Future Vol, veh/h	110	365	380	215	150	60
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	3	3
Mvmt Flow	116	384	400	226	158	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1139 523
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	621 -
Critical Hdwy	4.12	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	951	-	-	-	222 552
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	534 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	946	-	-	-	186 547
Mov Cap-2 Maneuver	-	-	-	-	186 -
Stage 1	-	-	-	-	501 -
Stage 2	-	-	-	-	531 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	62.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	946	-	-	-	186	547
HCM Lane V/C Ratio	0.122	-	-	-	0.849	0.115
HCM Control Delay (s)	9.3	0	-	-	82.8	12.4
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	6.1	0.4

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	↕
Traffic Vol, veh/h	110	435	115	100	475	115	0	0	0	25	20	40
Future Vol, veh/h	110	435	115	100	475	115	0	0	0	25	20	40
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	3	3	3	0	0	0	0	0	0
Mvmt Flow	116	458	121	105	500	121	0	0	0	26	21	42

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	626	0	0	584	0	0	1532	1592	571
Stage 1	-	-	-	-	-	-	776	776	-
Stage 2	-	-	-	-	-	-	756	816	-
Critical Hdwy	4.11	-	-	4.13	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	960	-	-	986	-	-	130	108	524
Stage 1	-	-	-	-	-	-	457	410	-
Stage 2	-	-	-	-	-	-	467	393	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	955	-	-	986	-	-	88	0	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	0	-
Stage 1	-	-	-	-	-	-	372	0	-
Stage 2	-	-	-	-	-	-	388	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	1.3	51.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	955	-	-	986	-	-	88	519
HCM Lane V/C Ratio	0.121	-	-	0.107	-	-	0.538	0.081
HCM Control Delay (s)	9.3	0	-	9.1	0	-	85.9	12.5
HCM Lane LOS	A	A	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	0.4	-	-	2.4	0.3

HCM 6th TWSC
5: Columbia Street & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	125	365	85	0	455	115	10	10	10	85	30	70
Future Vol, veh/h	125	365	85	0	455	115	10	10	10	85	30	70
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	6	6	6	0	0	0	1	1	1
Mvmt Flow	132	384	89	0	479	121	11	11	11	89	32	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	605	0	0	478	0	0	1296	1303	439	1254	1287	550
Stage 1	-	-	-	-	-	-	698	698	-	545	545	-
Stage 2	-	-	-	-	-	-	598	605	-	709	742	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	963	-	-	1064	-	-	140	162	622	149	165	537
Stage 1	-	-	-	-	-	-	434	445	-	524	520	-
Stage 2	-	-	-	-	-	-	492	491	-	427	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	958	-	-	1059	-	-	84	130	616	117	132	532
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	130	-	117	132	-
Stage 1	-	-	-	-	-	-	350	359	-	422	517	-
Stage 2	-	-	-	-	-	-	396	489	-	328	342	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			37.8			59.1		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	141	958	-	-	1059	-	-	117	279
HCM Lane V/C Ratio	0.224	0.137	-	-	-	-	-	0.765	0.377
HCM Control Delay (s)	37.8	9.4	0	-	0	-	-	98.6	25.5
HCM Lane LOS	E	A	A	-	A	-	-	F	D
HCM 95th %tile Q(veh)	0.8	0.5	-	-	0	-	-	4.3	1.7

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Future Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	6	6	6	0	0	0	7	7	7
Mvmt Flow	79	426	95	116	489	84	5	5	0	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	578	0	0	526	0	0	1413	1447	484	1407	1452	541
Stage 1	-	-	-	-	-	-	637	637	-	768	768	-
Stage 2	-	-	-	-	-	-	776	810	-	639	684	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	991	-	-	1021	-	-	117	133	587	114	127	531
Stage 1	-	-	-	-	-	-	469	475	-	387	404	-
Stage 2	-	-	-	-	-	-	393	396	-	456	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	986	-	-	1016	-	-	91	103	581	91	99	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	103	-	91	99	-
Stage 1	-	-	-	-	-	-	414	419	-	341	356	-
Stage 2	-	-	-	-	-	-	335	349	-	397	389	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.5			46.6			36.9		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	986	-	-	1016	-	-	139
HCM Lane V/C Ratio	0.109	0.08	-	-	0.114	-	-	0.189
HCM Control Delay (s)	46.6	9	0	-	9	-	-	36.9
HCM Lane LOS	E	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.4	-	-	0.7

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔		↔	
Traffic Vol, veh/h	75	370	0	0	490	90	30	0	155	20	0	95
Future Vol, veh/h	75	370	0	0	490	90	30	0	155	20	0	95
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	5	5	5	14	14	14	0	0	0
Mvmt Flow	79	389	0	0	516	95	32	0	163	21	0	100

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	616	0	-	-	-	0		1121	1116	574
Stage 1	-	-	-	-	-	-		569	569	-
Stage 2	-	-	-	-	-	-		552	547	-
Critical Hdwy	4.12	-	-	-	-	-		6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.4	5.5	-
Follow-up Hdwy	2.218	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	964	-	0	0	-	-		230	209	522
Stage 1	-	-	0	0	-	-		570	509	-
Stage 2	-	-	0	0	-	-		581	521	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	959	-	-	-	-	-		204	0	517
Mov Cap-2 Maneuver	-	-	-	-	-	-		204	0	-
Stage 1	-	-	-	-	-	-		508	0	-
Stage 2	-	-	-	-	-	-		578	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	959	-	-	-	408
HCM Lane V/C Ratio	0.082	-	-	-	0.297
HCM Control Delay (s)	9.1	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2

HCM 6th TWSC
8: Rock Creek Drive & Foster Creek Road

11/21/2022

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	15	25	75	65	15
Future Vol, veh/h	15	15	25	75	65	15
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	16	26	79	68	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	217	86	89	0	0
Stage 1	81	-	-	-	-
Stage 2	136	-	-	-	-
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	776	978	1519	-	-
Stage 1	947	-	-	-	-
Stage 2	895	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	754	969	1512	-	-
Mov Cap-2 Maneuver	754	-	-	-	-
Stage 1	925	-	-	-	-
Stage 2	891	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1512	-	848	-	-
HCM Lane V/C Ratio	0.017	-	0.037	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 6th TWSC
9: Foster Creek Road & Ryan Allen Road

11/21/2022

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	25	20	0	25	30
Future Vol, veh/h	15	25	20	0	25	30
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	26	21	0	26	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	115	31	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	89	-	-	-	-	-
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	886	1049	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	862	1039	-	-	1593	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	3.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	965	1593
HCM Lane V/C Ratio	-	-	0.044	0.017
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
 10: Ryan Allen Road & Iman Cemetery Road

11/21/2022

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	10	25	40	45	30	0
Future Vol, veh/h	10	25	40	45	30	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	11	26	42	47	32	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	94	0	-	0	124 76
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	53 -
Critical Hdwy	4.16	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.254	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1475	-	-	-	876 991
Stage 1	-	-	-	-	957 -
Stage 2	-	-	-	-	975 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1468	-	-	-	860 982
Mov Cap-2 Maneuver	-	-	-	-	860 -
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	970 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1468	-	-	-	860
HCM Lane V/C Ratio	0.007	-	-	-	0.037
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	10	0	0	5	0	15	0	60	0	45	50
Future Vol, veh/h	45	10	0	0	5	0	15	0	60	0	45	50
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	47	11	0	0	5	0	16	0	63	0	47	53

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	150	179	84	153	174	42	105	0	0	68	0	0
Stage 1	79	79	-	69	69	-	-	-	-	-	-	-
Stage 2	71	100	-	84	105	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.14	-	-	4.13	-	-
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	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	822	718	981	819	723	1034	1474	-	-	1527	-	-
Stage 1	935	833	-	946	841	-	-	-	-	-	-	-
Stage 2	944	816	-	929	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	803	703	972	795	708	1024	1467	-	-	1520	-	-
Mov Cap-2 Maneuver	803	703	-	795	708	-	-	-	-	-	-	-
Stage 1	920	829	-	931	828	-	-	-	-	-	-	-
Stage 2	923	803	-	913	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.1	1.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	783	708	1520	-
HCM Lane V/C Ratio	0.011	-	-	0.074	0.007	-	-
HCM Control Delay (s)	7.5	0	-	10	10.1	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	45	105	110	35	30	40
Future Vol, veh/h	45	105	110	35	30	40
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	111	116	37	32	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	158	0	-	0	350 145
Stage 1	-	-	-	-	140 -
Stage 2	-	-	-	-	210 -
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	1434	-	-	-	651 908
Stage 1	-	-	-	-	892 -
Stage 2	-	-	-	-	830 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1427	-	-	-	622 899
Mov Cap-2 Maneuver	-	-	-	-	622 -
Stage 1	-	-	-	-	856 -
Stage 2	-	-	-	-	826 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1427	-	-	-	755
HCM Lane V/C Ratio	0.033	-	-	-	0.098
HCM Control Delay (s)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC
13: Vancouver Avenue & School Street

11/21/2022

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	20	30	45	55	45	30
Future Vol, veh/h	20	30	45	55	45	30
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	32	47	58	47	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	110	0	-	0	160 86
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	79 -
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	1493	-	-	-	836 978
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	949 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1486	-	-	-	816 969
Mov Cap-2 Maneuver	-	-	-	-	816 -
Stage 1	-	-	-	-	929 -
Stage 2	-	-	-	-	944 -

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	871
HCM Lane V/C Ratio	0.014	-	-	-	0.091
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th TWSC
14: Vancouver Avenue & Homeward Street

11/21/2022

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	75	75	0	20	20
Future Vol, veh/h	0	75	75	0	20	20
Conflicting Peds, #/hr	5	0	0	5	5	5
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	79	79	0	21	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	84	0	-	0	168 89
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	84 -
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	1526	-	-	-	827 975
Stage 1	-	-	-	-	944 -
Stage 2	-	-	-	-	944 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1519	-	-	-	819 966
Mov Cap-2 Maneuver	-	-	-	-	819 -
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	939 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	886
HCM Lane V/C Ratio	-	-	-	-	0.048
HCM Control Delay (s)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
15: Columbia Street & Vancouver Avenue

11/21/2022

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻			↻			↻	
Traffic Vol, veh/h	0	30	65	105	45	0	45	0	85	0	0	0
Future Vol, veh/h	0	30	65	105	45	0	45	0	85	0	0	0
Conflicting Peds, #/hr	0	0	5	5	0	0	5	0	5	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	0	32	68	111	47	0	47	0	89	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	194	-	166	150	-	6	0	0	94	0	0
Stage 1	-	6	-	144	144	-	-	-	-	-	-	-
Stage 2	-	188	-	22	6	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	7.1	6.5	-	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	3.5	4	-	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	705	0	803	745	0	1628	-	-	1500	-	-
Stage 1	0	895	0	864	782	0	-	-	-	-	-	-
Stage 2	0	748	0	1002	895	0	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	676	-	749	714	-	1620	-	-	1493	-	-
Mov Cap-2 Maneuver	-	676	-	749	714	-	-	-	-	-	-	-
Stage 1	-	891	-	833	754	-	-	-	-	-	-	-
Stage 2	-	721	-	962	891	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s			11.2		2.5			0		
HCM LOS			B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	738	1493	-
HCM Lane V/C Ratio	0.029	-	-	-	0.214	-	-
HCM Control Delay (s)	7.3	0	-	-	11.2	0	-
HCM Lane LOS	A	A	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0	-

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	50	5	0	5	70	60	5	5	50	20
Future Vol, veh/h	40	0	50	5	0	5	70	60	5	5	50	20
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Stop
Storage Length	35	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	0	0	0	0	0	0	3	3	3
Mvmt Flow	42	0	53	5	0	5	74	63	5	5	53	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	289	289	63	287	287	76	58	0	0	73	0	0
Stage 1	68	68	-	219	219	-	-	-	-	-	-	-
Stage 2	221	221	-	68	68	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	659	618	996	669	626	991	1559	-	-	1520	-	-
Stage 1	937	834	-	788	726	-	-	-	-	-	-	-
Stage 2	777	717	-	947	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	623	580	987	602	587	982	1552	-	-	1513	-	-
Mov Cap-2 Maneuver	623	580	-	602	587	-	-	-	-	-	-	-
Stage 1	885	827	-	745	686	-	-	-	-	-	-	-
Stage 2	731	678	-	890	835	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		9.9		3.9		0.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	623	1402	746	1513	-	-
HCM Lane V/C Ratio	0.047	-	-	0.068	0.038	0.014	0.003	-	-
HCM Control Delay (s)	7.4	0	-	11.2	7.7	9.9	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	15	30	35	25	15	10
Future Vol, veh/h	15	30	35	25	15	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	32	37	26	16	11
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7	7.5	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	58%	33%	0%
Vol Thru, %	42%	0%	60%
Vol Right, %	0%	67%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	60	45	25
LT Vol	35	15	0
Through Vol	25	0	15
RT Vol	0	30	10
Lane Flow Rate	63	47	26
Geometry Grp	1	1	1
Degree of Util (X)	0.072	0.049	0.028
Departure Headway (Hd)	4.119	3.72	3.79
Convergence, Y/N	Yes	Yes	Yes
Cap	871	958	943
Service Time	2.137	1.76	1.818
HCM Lane V/C Ratio	0.072	0.049	0.028
HCM Control Delay	7.5	7	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	5	10	5	5	10	30	0	10	40	15
Future Vol, veh/h	0	5	5	10	5	5	10	30	0	10	40	15
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	5	11	5	5	11	32	0	11	42	47

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	157	152	76	157	175	42	94	0	0	37	0	0
Stage 1	93	93	-	59	59	-	-	-	-	-	-	-
Stage 2	64	59	-	98	116	-	-	-	-	-	-	-
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	814	743	991	814	722	1034	1513	-	-	1587	-	-
Stage 1	919	822	-	958	850	-	-	-	-	-	-	-
Stage 2	952	850	-	913	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	789	725	982	789	705	1024	1506	-	-	1579	-	-
Mov Cap-2 Maneuver	789	725	-	789	705	-	-	-	-	-	-	-
Stage 1	908	812	-	947	840	-	-	-	-	-	-	-
Stage 2	930	840	-	892	793	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.6		1.9		0.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	834	811	1579	-	-
HCM Lane V/C Ratio	0.007	-	-	0.013	0.026	0.007	-	-
HCM Control Delay (s)	7.4	0	-	9.4	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 6th TWSC
 19: Kanaka Creek Road & School Street/Bulldog Drive

11/21/2022

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	10	0	0	0	15	50	0	0	60	20
Future Vol, veh/h	15	0	10	0	0	0	15	50	0	0	60	20
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	0	0	0
Mvmt Flow	16	0	11	0	0	0	16	53	0	0	63	21

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	169	169	84	174	179	63	89	0	0	58	0	0
Stage 1	79	79	-	90	90	-	-	-	-	-	-	-
Stage 2	90	90	-	84	89	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	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	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	799	728	981	793	718	1007	1500	-	-	1559	-	-
Stage 1	935	833	-	922	824	-	-	-	-	-	-	-
Stage 2	922	824	-	929	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	785	713	972	771	703	997	1493	-	-	1552	-	-
Mov Cap-2 Maneuver	785	713	-	771	703	-	-	-	-	-	-	-
Stage 1	920	829	-	907	811	-	-	-	-	-	-	-
Stage 2	908	811	-	915	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	0	1.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	850	-	1552	-
HCM Lane V/C Ratio	0.011	-	-	0.031	-	-	-
HCM Control Delay (s)	7.4	0	-	9.4	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	30	25	45	45	15
Future Vol, veh/h	0	30	25	45	45	15
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	32	26	47	47	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	78	0	-	0	92
Stage 1	-	-	-	-	55
Stage 2	-	-	-	-	37
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1533	-	-	-	913
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	991
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1526	-	-	-	904
Mov Cap-2 Maneuver	-	-	-	-	904
Stage 1	-	-	-	-	968
Stage 2	-	-	-	-	986

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1526	-	-	-	926
HCM Lane V/C Ratio	-	-	-	-	0.068
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
21: NW Chesser Road & Gropper Road

11/21/2022

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	10	10	10	10	10
Future Vol, veh/h	20	10	10	10	10	10
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	11	11	11	11	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	37	0	70
Stage 1	-	-	-	-	32
Stage 2	-	-	-	-	38
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1587	-	939
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	990
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1579	-	923
Mov Cap-2 Maneuver	-	-	-	-	923
Stage 1	-	-	-	-	991
Stage 2	-	-	-	-	978

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	1579	-
HCM Lane V/C Ratio	0.022	-	-	0.007	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	50	25	0	25	25
Future Vol, veh/h	0	50	25	0	25	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	26	0	26	26
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	7.3	7.2	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	25	25	25
LT Vol	0	0	25	0
Through Vol	50	25	0	0
RT Vol	0	0	0	25
Lane Flow Rate	53	26	26	26
Geometry Grp	2	2	7	7
Degree of Util (X)	0.059	0.03	0.038	0.029
Departure Headway (Hd)	4.042	4.063	5.171	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	876	692	899
Service Time	2.088	2.113	2.908	1.707
HCM Lane V/C Ratio	0.06	0.03	0.038	0.029
HCM Control Delay	7.3	7.2	8.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh 7.4
Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	25	50	50	25	25	25
Future Vol, veh/h	25	50	50	25	25	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	53	53	26	26	26
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.3	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	0%	50%
Vol Thru, %	67%	67%	0%
Vol Right, %	0%	33%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	75	75	50
LT Vol	25	0	25
Through Vol	50	50	0
RT Vol	0	25	25
Lane Flow Rate	79	79	53
Geometry Grp	1	1	1
Degree of Util (X)	0.091	0.085	0.059
Departure Headway (Hd)	4.153	3.886	4.004
Convergence, Y/N	Yes	Yes	Yes
Cap	861	917	885
Service Time	2.19	1.928	2.072
HCM Lane V/C Ratio	0.092	0.086	0.06
HCM Control Delay	7.6	7.3	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.2

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	175	460	440	120	25	75
Future Vol, veh/h	175	460	440	120	25	75
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	200	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	184	484	463	126	26	79

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	594	0	-	0	1325 473
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	857 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	972	-	-	-	173 593
Stage 1	-	-	-	-	632 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	967	-	-	-	139 587
Mov Cap-2 Maneuver	-	-	-	-	139 -
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	415 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	-	139	587
HCM Lane V/C Ratio	0.19	-	-	-	0.189	0.134
HCM Control Delay (s)	9.6	-	-	-	36.9	12.1
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.7	0.5

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	370	190	105	380	90	55
Future Vol, veh/h	370	190	105	380	90	55
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	389	200	111	400	95	58

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	594	0	1121
Stage 1	-	-	-	-	494
Stage 2	-	-	-	-	627
Critical Hdwy	-	-	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.236	-	3.536
Pot Cap-1 Maneuver	-	-	972	-	226
Stage 1	-	-	-	-	609
Stage 2	-	-	-	-	529
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	967	-	198
Mov Cap-2 Maneuver	-	-	-	-	198
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	466

Approach	EB	WB	NB
HCM Control Delay, s	0	2	36
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	263	-	-	967	-
HCM Lane V/C Ratio	0.58	-	-	0.114	-
HCM Control Delay (s)	36	-	-	9.2	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	3.3	-	-	0.4	-

HCM 6th TWSC
3: SR-14 & Rock Creek Drive

11/22/2022

Intersection						
Int Delay, s/veh	10.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	110	365	380	215	150	60
Future Vol, veh/h	110	365	380	215	150	60
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	3	3
Mvmt Flow	116	384	400	226	158	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1139 523
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	621 -
Critical Hdwy	4.12	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	951	-	-	-	222 552
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	534 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	946	-	-	-	193 547
Mov Cap-2 Maneuver	-	-	-	-	193 -
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	531 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	57.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	946	-	-	-	193	547
HCM Lane V/C Ratio	0.122	-	-	-	0.818	0.115
HCM Control Delay (s)	9.3	-	-	-	75.2	12.4
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	5.8	0.4

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Future Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	6	6	6	0	0	0	7	7	7
Mvmt Flow	79	426	95	116	489	84	5	5	0	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	578	0	0	526	0	0	1413	1447	484	1407	1452	541
Stage 1	-	-	-	-	-	-	637	637	-	768	768	-
Stage 2	-	-	-	-	-	-	776	810	-	639	684	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	991	-	-	1021	-	-	117	133	587	114	127	531
Stage 1	-	-	-	-	-	-	469	475	-	387	404	-
Stage 2	-	-	-	-	-	-	393	396	-	456	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	986	-	-	1016	-	-	91	103	581	91	99	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	103	-	91	99	-
Stage 1	-	-	-	-	-	-	414	419	-	341	356	-
Stage 2	-	-	-	-	-	-	335	349	-	397	389	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.5			46.6			36.9		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	986	-	-	1016	-	-	139
HCM Lane V/C Ratio	0.109	0.08	-	-	0.114	-	-	0.189
HCM Control Delay (s)	46.6	9	0	-	9	-	-	36.9
HCM Lane LOS	E	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.4	-	-	0.7

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	75	370	0	0	490	90	0	0	155	20	0	95
Future Vol, veh/h	75	370	0	0	490	90	0	0	155	20	0	95
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	5	5	5	14	14	14	0	0	0
Mvmt Flow	79	389	0	0	516	95	0	0	163	21	0	100

Major/Minor	Major1		Major2				Minor2		
Conflicting Flow All	616	0	-	-	-	0	1121	-	574
Stage 1	-	-	-	-	-	-	569	-	-
Stage 2	-	-	-	-	-	-	552	-	-
Critical Hdwy	4.12	-	-	-	-	-	6.4	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.5	-	3.3
Pot Cap-1 Maneuver	964	-	0	0	-	-	230	0	522
Stage 1	-	-	0	0	-	-	570	0	-
Stage 2	-	-	0	0	-	-	581	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	959	-	-	-	-	-	204	0	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	0	-
Stage 1	-	-	-	-	-	-	508	0	-
Stage 2	-	-	-	-	-	-	578	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	959	-	-	-	204	517
HCM Lane V/C Ratio	0.082	-	-	-	0.103	0.193
HCM Control Delay (s)	9.1	0	-	-	24.7	13.6
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	0.7

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	65	105	45	45	85
Future Vol, veh/h	30	65	105	45	45	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	68	111	47	47	89
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	8.5	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	35%	0%	70%
Vol Thru, %	0%	32%	30%
Vol Right, %	65%	68%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	130	95	150
LT Vol	45	0	105
Through Vol	0	30	45
RT Vol	85	65	0
Lane Flow Rate	137	100	158
Geometry Grp	1	1	1
Degree of Util (X)	0.157	0.11	0.191
Departure Headway (Hd)	4.143	3.961	4.36
Convergence, Y/N	Yes	Yes	Yes
Cap	870	909	812
Service Time	2.149	1.969	2.449
HCM Lane V/C Ratio	0.157	0.11	0.195
HCM Control Delay	7.9	7.5	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.4	0.7

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	50	50	100	25	25
Future Vol, veh/h	100	50	50	100	25	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	53	53	105	26	26
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	8.2	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	50%	0%	33%
Vol Thru, %	0%	67%	67%
Vol Right, %	50%	33%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	50	150	150
LT Vol	25	0	50
Through Vol	0	100	100
RT Vol	25	50	0
Lane Flow Rate	53	158	158
Geometry Grp	1	1	1
Degree of Util (X)	0.064	0.173	0.185
Departure Headway (Hd)	4.41	3.946	4.213
Convergence, Y/N	Yes	Yes	Yes
Cap	817	898	845
Service Time	2.41	2.019	2.276
HCM Lane V/C Ratio	0.065	0.176	0.187
HCM Control Delay	7.7	7.9	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0.7

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	175	460	440	120	25	75
Future Vol, veh/h	175	460	440	120	25	75
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	200	-	50
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	184	484	463	126	26	79

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	594	0	-	0	1325 473
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	857 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	972	-	-	-	173 593
Stage 1	-	-	-	-	632 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	967	-	-	-	139 587
Mov Cap-2 Maneuver	-	-	-	-	271 -
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	415 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	-	271	587
HCM Lane V/C Ratio	0.19	-	-	-	0.097	0.134
HCM Control Delay (s)	9.6	-	-	-	19.7	12.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.3	0.5

Intersection			
Intersection Delay, s/veh	7.7		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	589	511	153
Demand Flow Rate, veh/h	607	531	159
Vehicles Circulating, veh/h	115	99	401
Vehicles Exiting, veh/h	515	461	321
Ped Vol Crossing Leg, #/h	5	5	5
Ped Cap Adj	0.999	0.999	0.999
Approach Delay, s/veh	8.4	7.3	5.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	607	531	159
Cap Entry Lane, veh/h	1227	1247	917
Entry HV Adj Factor	0.971	0.962	0.962
Flow Entry, veh/h	589	511	153
Cap Entry, veh/h	1191	1200	881
V/C Ratio	0.495	0.426	0.174
Control Delay, s/veh	8.4	7.3	5.8
LOS	A	A	A
95th %tile Queue, veh	3	2	1

HCM Signalized Intersection Capacity Analysis

3: SR-14 & Rock Creek Drive

11/22/2022

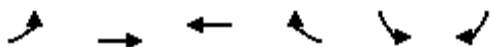


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↗	↖		↘	↙
Traffic Volume (vph)	110	365	380	215	150	60
Future Volume (vph)	110	365	380	215	150	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1630	1716	1584		1614	1400
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1630	1716	1584		1614	1400
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	384	400	226	158	63
RTOR Reduction (vph)	0	0	24	0	0	48
Lane Group Flow (vph)	116	384	602	0	158	15
Confl. Peds. (#/hr)	5			5	5	5
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		7	
Permitted Phases						4
Actuated Green, G (s)	7.6	47.7	35.1		12.0	12.0
Effective Green, g (s)	7.6	47.7	35.1		12.0	12.0
Actuated g/C Ratio	0.11	0.68	0.50		0.17	0.17
Clearance Time (s)	5.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	177	1174	797		277	241
v/s Ratio Prot	c0.07	0.22	c0.38		c0.10	
v/s Ratio Perm						0.01
v/c Ratio	0.66	0.33	0.76		0.57	0.06
Uniform Delay, d1	29.8	4.5	13.9		26.5	24.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.4	0.2	4.1		2.8	0.1
Delay (s)	38.2	4.6	18.0		29.3	24.3
Level of Service	D	A	B		C	C
Approach Delay (s)		12.4	18.0		27.9	
Approach LOS		B	B		C	
Intersection Summary						
HCM 2000 Control Delay			17.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			69.7		Sum of lost time (s)	15.0
Intersection Capacity Utilization			64.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary

3: SR-14 & Rock Creek Drive

11/22/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	365	380	215	150	60
Future Volume (veh/h)	110	365	380	215	150	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1695	1695	1709	1709
Adj Flow Rate, veh/h	116	384	400	226	158	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	4	3	3
Cap, veh/h	147	1152	488	276	219	195
Arrive On Green	0.09	0.67	0.48	0.48	0.13	0.13
Sat Flow, veh/h	1641	1723	1015	574	1628	1448
Grp Volume(v), veh/h	116	384	0	626	158	63
Grp Sat Flow(s),veh/h/ln	1641	1723	0	1589	1628	1448
Q Serve(g_s), s	3.5	4.8	0.0	17.2	4.7	2.0
Cycle Q Clear(g_c), s	3.5	4.8	0.0	17.2	4.7	2.0
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	147	1152	0	764	219	195
V/C Ratio(X)	0.79	0.33	0.00	0.82	0.72	0.32
Avail Cap(c_a), veh/h	355	2169	0	1500	512	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	3.6	0.0	11.3	21.1	19.9
Incr Delay (d2), s/veh	9.2	0.2	0.0	2.2	4.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	0.0	5.3	1.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.8	3.8	0.0	13.6	25.5	20.8
LnGrp LOS	C	A	A	B	C	C
Approach Vol, veh/h		500	626		221	
Approach Delay, s/veh		10.3	13.6		24.2	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.0		11.8	9.5	29.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		64.0		16.0	11.0	48.0
Max Q Clear Time (g_c+I1), s		6.8		6.7	5.5	19.2
Green Ext Time (p_c), s		2.8		0.4	0.1	5.3
Intersection Summary						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

HCM Signalized Intersection Capacity Analysis

4: Russell Avenue & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↔			↔						↔	↔		
Traffic Volume (vph)	110	435	115	100	475	115	0	0	0	25	20	40		
Future Volume (vph)	110	435	115	100	475	115	0	0	0	25	20	40		
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750		
Total Lost time (s)		5.0			5.0						5.0	5.0		
Lane Util. Factor		1.00			1.00						1.00	1.00		
Frbp, ped/bikes		1.00			1.00						1.00	0.97		
Flpb, ped/bikes		1.00			1.00						0.99	1.00		
Frt		0.98			0.98						1.00	0.85		
Flt Protected		0.99			0.99						0.97	1.00		
Satd. Flow (prot)		1672			1641						1693	1442		
Flt Permitted		0.80			0.83						0.97	1.00		
Satd. Flow (perm)		1351			1377						1693	1442		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	116	458	121	105	500	121	0	0	0	26	21	42		
RTOR Reduction (vph)	0	8	0	0	8	0	0	0	0	0	0	39		
Lane Group Flow (vph)	0	687	0	0	718	0	0	0	0	0	47	3		
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5		
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	0%	0%	0%		
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm		
Protected Phases		2			6						4			
Permitted Phases	2			6						4		4		
Actuated Green, G (s)		42.6			42.6						4.6	4.6		
Effective Green, g (s)		42.6			42.6						4.6	4.6		
Actuated g/C Ratio		0.74			0.74						0.08	0.08		
Clearance Time (s)		5.0			5.0						5.0	5.0		
Vehicle Extension (s)		3.0			3.0						3.0	3.0		
Lane Grp Cap (vph)		1006			1025						136	115		
v/s Ratio Prot														
v/s Ratio Perm		0.51			0.52						0.03	0.00		
v/c Ratio		0.68			0.70						0.35	0.03		
Uniform Delay, d1		3.8			3.9						24.9	24.2		
Progression Factor		1.00			1.00						1.00	1.00		
Incremental Delay, d2		1.9			2.2						1.5	0.1		
Delay (s)		5.7			6.1						26.4	24.3		
Level of Service		A			A						C	C		
Approach Delay (s)		5.7			6.1			0.0			25.4			
Approach LOS		A			A			A			C			
Intersection Summary														
HCM 2000 Control Delay			7.1									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.67											
Actuated Cycle Length (s)			57.2								10.0		Sum of lost time (s)	
Intersection Capacity Utilization			72.6%										ICU Level of Service	C
Analysis Period (min)			15											

c Critical Lane Group

HCM 6th Signalized Intersection Summary

4: Russell Avenue & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	↕
Traffic Volume (veh/h)	110	435	115	100	475	115	0	0	0	25	20	40
Future Volume (veh/h)	110	435	115	100	475	115	0	0	0	25	20	40
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709				1750	1750	1750
Adj Flow Rate, veh/h	116	458	121	105	500	121				26	21	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	3	3	3				0	0	0
Cap, veh/h	233	673	164	212	691	156				86	70	134
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60				0.09	0.09	0.09
Sat Flow, veh/h	173	1114	271	144	1145	258				942	761	1459
Grp Volume(v), veh/h	695	0	0	726	0	0				47	0	42
Grp Sat Flow(s),veh/h/ln	1559	0	0	1547	0	0				1703	0	1459
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0				0.8	0.0	0.9
Cycle Q Clear(g_c), s	9.1	0.0	0.0	10.3	0.0	0.0				0.8	0.0	0.9
Prop In Lane	0.17		0.17	0.14		0.17				0.55		1.00
Lane Grp Cap(c), veh/h	1069	0	0	1059	0	0				156	0	134
V/C Ratio(X)	0.65	0.00	0.00	0.69	0.00	0.00				0.30	0.00	0.31
Avail Cap(c_a), veh/h	2460	0	0	2472	0	0				674	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.6	0.0	0.0				13.9	0.0	13.9
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.8	0.0	0.0				1.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0				0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	0.0	0.0	5.4	0.0	0.0				15.0	0.0	15.3
LnGrp LOS	A	A	A	A	A	A				B	A	B
Approach Vol, veh/h		695			726							89
Approach Delay, s/veh		5.1			5.4							15.1
Approach LOS		A			A							B
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		24.8		8.0		24.8						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		52.0		13.0		52.0						
Max Q Clear Time (g_c+I1), s		11.1		2.9		12.3						
Green Ext Time (p_c), s		7.2		0.2		7.5						
Intersection Summary												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

HCM Signalized Intersection Capacity Analysis

5: Columbia Street & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕		↕	↕			
Traffic Volume (vph)	125	365	85	0	455	115	10	10	10	85	30	70		
Future Volume (vph)	125	365	85	0	455	115	10	10	10	85	30	70		
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750		
Total Lost time (s)		5.0			5.0			5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00			
Frbp, ped/bikes		1.00			0.99			0.99		1.00	0.98			
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00			
Frt		0.98			0.97			0.95		1.00	0.90			
Flt Protected		0.99			1.00			0.98		0.95	1.00			
Satd. Flow (prot)		1622			1596			1625		1646	1513			
Flt Permitted		0.69			1.00			0.98		0.95	1.00			
Satd. Flow (perm)		1125			1596			1625		1646	1513			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	132	384	89	0	479	121	11	11	11	89	32	74		
RTOR Reduction (vph)	0	5	0	0	7	0	0	10	0	0	65	0		
Lane Group Flow (vph)	0	600	0	0	593	0	0	23	0	89	41	0		
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5		
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	0%	0%	0%	1%	1%	1%		
Turn Type	Perm	NA			NA		Split	NA		Split	NA			
Protected Phases		2			6		4	4		8	8			
Permitted Phases	2			6										
Actuated Green, G (s)		49.4			49.4			5.1		9.5	9.5			
Effective Green, g (s)		49.4			49.4			5.1		9.5	9.5			
Actuated g/C Ratio		0.63			0.63			0.06		0.12	0.12			
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0			
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0			
Lane Grp Cap (vph)		703			998			104		197	181			
v/s Ratio Prot					0.37			c0.01		c0.05	0.03			
v/s Ratio Perm		c0.53												
v/c Ratio		0.85			0.59			0.22		0.45	0.23			
Uniform Delay, d1		11.9			8.8			35.1		32.3	31.4			
Progression Factor		1.00			1.00			1.00		1.00	1.00			
Incremental Delay, d2		9.8			1.0			1.1		1.6	0.6			
Delay (s)		21.7			9.8			36.1		34.0	32.1			
Level of Service		C			A			D		C	C			
Approach Delay (s)		21.7			9.8			36.1			32.9			
Approach LOS		C			A			D			C			
Intersection Summary														
HCM 2000 Control Delay			18.6									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.74											
Actuated Cycle Length (s)			79.0							15.0			Sum of lost time (s)	
Intersection Capacity Utilization			92.0%										ICU Level of Service	F
Analysis Period (min)			15											

c Critical Lane Group

HCM 6th Signalized Intersection Summary

5: Columbia Street & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (veh/h)	125	365	85	0	455	115	10	10	10	85	30	70
Future Volume (veh/h)	125	365	85	0	455	115	10	10	10	85	30	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1668	1668	1668	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	132	384	80	0	479	108	11	11	10	89	32	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	6	6	6	0	0	0	1	1	1
Cap, veh/h	183	477	91	0	783	176	23	23	21	174	52	109
Arrive On Green	0.59	0.59	0.59	0.00	0.59	0.59	0.04	0.04	0.04	0.11	0.11	0.11
Sat Flow, veh/h	181	803	153	0	1316	297	555	555	504	1654	492	1030
Grp Volume(v), veh/h	596	0	0	0	0	587	32	0	0	89	0	99
Grp Sat Flow(s),veh/h/ln	1136	0	0	0	0	1613	1614	0	0	1654	0	1522
Q Serve(g_s), s	14.9	0.0	0.0	0.0	0.0	13.5	1.1	0.0	0.0	3.0	0.0	3.6
Cycle Q Clear(g_c), s	28.4	0.0	0.0	0.0	0.0	13.5	1.1	0.0	0.0	3.0	0.0	3.6
Prop In Lane	0.22		0.13	0.00		0.18	0.34		0.31	1.00		0.68
Lane Grp Cap(c), veh/h	751	0	0	0	0	959	68	0	0	174	0	160
V/C Ratio(X)	0.79	0.00	0.00	0.00	0.00	0.61	0.47	0.00	0.00	0.51	0.00	0.62
Avail Cap(c_a), veh/h	991	0	0	0	0	1247	416	0	0	426	0	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	0.0	0.0	7.5	27.2	0.0	0.0	24.6	0.0	24.9
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.0	0.0	0.6	4.9	0.0	0.0	2.3	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	0.0	0.0	3.8	0.5	0.0	0.0	1.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	0.0	0.0	8.2	32.2	0.0	0.0	26.9	0.0	28.7
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		596			587			32				188
Approach Delay, s/veh		14.3			8.2			32.2				27.9
Approach LOS		B			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.6		7.5		39.6		11.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		15.0		45.0		15.0				
Max Q Clear Time (g_c+I1), s		30.4		3.1		15.5		5.6				
Green Ext Time (p_c), s		4.2		0.1		4.7		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				14.0								
HCM 6th LOS				B								

HCM 6th Roundabout
6: 1st St/Frank Johns Road & SR-14

11/22/2022

Intersection				
Intersection Delay, s/veh	9.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	600	689	173	27
Demand Flow Rate, veh/h	618	730	173	29
Vehicles Circulating, veh/h	140	91	532	646
Vehicles Exiting, veh/h	535	614	226	175
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	9.0	10.1	6.8	5.9
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	618	730	173	29
Cap Entry Lane, veh/h	1196	1258	802	714
Entry HV Adj Factor	0.971	0.943	1.000	0.920
Flow Entry, veh/h	600	689	173	27
Cap Entry, veh/h	1161	1186	801	656
V/C Ratio	0.517	0.581	0.216	0.041
Control Delay, s/veh	9.0	10.1	6.8	5.9
LOS	A	B	A	A
95th %tile Queue, veh	3	4	1	0

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	75	525	0	0	490	90	0	0	5	20	0	95
Future Vol, veh/h	75	525	0	0	490	90	0	0	5	20	0	95
Conflicting Peds, #/hr	5	0	0	0	0	5	0	0	0	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	5	5	2	2	2	0	2	0
Mvmt Flow	79	553	0	0	516	95	0	0	5	21	0	100

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	616	0	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	6.1
Critical Hdwy Stg 2	-	-	-	6.1
Follow-up Hdwy	2.218	-	-	3.318
Pot Cap-1 Maneuver	964	0	0	529
Stage 1	-	0	0	511
Stage 2	-	0	0	424
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	959	-	-	526
Mov Cap-2 Maneuver	-	-	-	127
Stage 1	-	-	-	448
Stage 2	-	-	-	368

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	11.9	18
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	526	959	-	-	-	127	517
HCM Lane V/C Ratio	0.01	0.082	-	-	-	0.166	0.193
HCM Control Delay (s)	11.9	9.1	0	-	-	38.9	13.6
HCM Lane LOS	B	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0.3	-	-	-	0.6	0.7

**INTERLOCAL AGREEMENT FOR LEGAL SERVICES
(PROSECUTING ATTORNEY)**

THIS AGREEMENT, entered into this 15th day of December, 2022 is by and between the **CITY OF STEVENSON**, a Municipal Corporation located in the County of Skamania, State of Washington, (hereinafter referred to as "City"), and **SKAMANIA COUNTY**, a legal subdivision of the State of Washington, by and through its Prosecuting Attorney (hereinafter referred to as "Attorney").

The parties recite and declare that:

1. This Agreement is entered into pursuant to the laws of the State of Washington, including the Interlocal Cooperation Act, Title 34, Chapter 39 of the Revised Code of Washington, and each of the parties hereto represents that it has authority to execute the same.
2. The City is in need of an attorney to perform and render legal assistance to the City.
3. The Attorney or its Deputies are persons who, through education and experience, possess the requisite skills to provide competent legal services for the City.
4. The Attorney intends to assign its district court deputy prosecutor to serve as its primary City Prosecutor, but any of the attorneys employed by the Skamania County Prosecutors Office may appear as needed or dictated by office need. In the event the Prosecuting Attorney's office is unable to adequately perform this contract, the City shall have the right to contract directly with a private attorney and to simultaneously terminate this agreement without penalty.
5. The City is, therefore, desirous of engaging the services of the Attorney for prosecution services for crimes over which the City of Stevenson has jurisdiction.

For the reasons set forth above and in consideration of the mutual covenants and promises of the parties hereto, the Attorney and City agree as follows:

**Section One
Purpose of Employment**

City hereby employs Attorney and counselor at law to perform and render legal services to the City as its Prosecuting Attorney.

**Section Two
Acceptance and Duration of Employment**

The City does hereby employ and retain the Attorney as its attorney for and during a period commencing on the 1st day of January, 2023, and ending on the 31st day of December, 2023, for the performance of legal services herein set forth.

Section Three

Place of Work

It is understood that the Attorney's service will be rendered largely at his offices in the County Courthouse in Stevenson, Washington, but that the Attorney will, on request, come to the Municipal Offices of the City at 7121 NW Loop Rd., Stevenson, Washington, or such other places as designated by the City, to meet with representatives of the City.

Section Four **Nature of Duties**

1. As Prosecuting Attorney for the City, Attorney shall perform all criminal prosecution legal services required by law on behalf of the City whenever, and to the extent required by the City, shall represent the City in any and all municipal court actions, suits or proceedings in all courts of the State of Washington or competent jurisdiction originating in city municipal court; shall prepare and all pleadings and documents necessary and proper in connection with the prosecution of misdemeanants and gross misdemeanants committing violations within the City limits; and, in general, to render all such prosecution related legal services of every kind and nature as the City shall reasonably require or deem proper in its business.

2. The Attorney acknowledges that the City schedules Municipal Court hearings in Skamania County District Court, and also requires the services of the Prosecuting Attorney on dates scheduled for prosecution of jury trials at Skamania County Superior Court.

3. Acting as the City Prosecutor, including, without limitation, representing the City in Municipal Court, Superior Court, or any higher Court on criminal charges and/or infractions occurring in the City of Stevenson not otherwise prosecuted by Skamania County.

4. Preparation of Intent to File Theft Charges letters for City of Stevenson.

5. Filings, docketing, discovery requests, preparation of subpoenas as required to perform duties specified in Section Four paragraph 1.

Section Five **Compensation**

The City agrees to pay the Attorney at the rate of One Thousand Five Hundred and 00/100 Dollars (\$1,500.00) Dollars per month, payable monthly as a lump-sum retainer, for the above services performed by the Attorney on the City's behalf:

Section Six
Nature of Employment

The Attorney and Skamania County shall serve as an independent contractor of the City of Stevenson, and shall not be employed by the City. Nothing precludes the Attorney or the County from entering into similar agreements, provided they do not directly conflict with Attorney's ability to carry out the terms of this agreement.

Section Seven
Termination

Either party may terminate this agreement at any time on thirty (30) days' written notice to the other party.

Section Eight
Modification

No modification or waiver of this agreement or of any covenant, condition, or provision herein contained shall be valid unless in writing and duly executed by the party to be charged therewith.

Section Nine
Indemnification

The City shall indemnify, defend and hold Attorney harmless against all claims, actions, and liability Attorney may hereafter incur with third parties while acting in the capacity of City Prosecutor and while acting within the scope of his representation of City. Attorney shall at all time maintain errors and omissions insurance sufficient to protect the City against third party claims resulting from Attorney representation of the City under this contract. Continued membership in the Washington Counties Risk Pool will satisfy this requirement.

Section Ten
Notice

Notice required under this agreement shall be deemed sufficient if made in writing and sent by certified mail to either party at the following addresses, or such other address as may hereafter be specified by either party in writing:

City of Stevenson

City Hall
P.O. Box 371
Stevenson, WA 98648

SKAMANIA COUNTY

c/o Prosecuting Attorney, Adam Kick

P.O. Box 790
Stevenson, WA 98648

Section Eleven
Interlocal Agreement

This is an interlocal agreement pursuant to RCW Ch 39.34 and the parties make the following representations:

- a. Duration. The duration shall be as set forth in Section 2 above, or as otherwise agreed to by the parties pursuant to this Agreement.
- b. Organization. No new entity will be created to administer this agreement.
- c. Purpose. The purpose is to enable the City to utilize County prosecution services.
- d. Manner of Financing. The parties intend to finance this agreement in cash as part of their general funds budgets.
- e. Termination of Agreement. The parties shall have the right to terminate this agreement as provided in Section Seven, above.
- f. Other. All terms are covered by this Agreement. No additional terms are contemplated.
- g. Selection of Administrator. The Stevenson City Administrator shall be the Administrator for this Interlocal Agreement.

Section Twelve
Complete Agreement

This written agreement embodies the whole agreement between the parties and there are no inducements, promises, terms, conditions or obligations made or entered into by either the City or the Attorney other than contained herein.

[Signatures appear on next page]

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and the year first written above.

CITY OF STEVENSON, a Washington
Municipal Corporation

SKAMANIA COUNTY, a Legal Subdivision of
the State of Washington

Board of Commissioners

By: _____
Scott Anderson, Mayor

By: _____
Chairman

By: _____
Commissioner

By: _____
Commissioner

ATTEST:

By: _____
Leana Kinley, City Clerk

By: _____
Lisa Sackos,
Clerk of the Board

APPROVED AS TO FORM:

Kenneth B. Woodrich, PC
City Attorney

Adam Kick, Prosecuting Attorney

2023 APPOINTMENTS

MAYOR PRO TEM: Dave Cox

PLANNING COMMISSION (6 Year Terms)

Position No. 1	Anne Keesee	2023
Position No. 2	Davey Ray	2023
Position No. 3	Charlie Hales	2027
Position No. 4	Auguste Zettler	2027
Position No. 5	Jeff Breckel	2023

BOARD OF ADJUSTMENTS (3 Year Terms)

(Ensures that the City's land use and development regulations are applied in a fair and consistent manner by hearing and deciding appeals of administrative actions made pursuant to the City's land use and development regulations and by hearing and deciding variance proposals for projects within the City)

Brian Riffel	12/24
Dan McGill	12/22
Marilyn Butler	12/22
Mary Repar	12/24
Ed Feeley	12/22

BOARD OF APPEALS (1 Year Terms)

(Hears appeals related to action taken by the building official under provisions of the constructions codes).

Jason Ledesma	12/21
Jim Joseph	12/21
Pat Price	12/21
Mark Peterson	12/21
Martin Hecht	12/21

EX-OFFICIO PLANNING COMMISSION

(non-voting position, except Mayor does legally authorize this appointment to have the power to vote for quorum issues as discussed by ordinance and outlined in RCW).

Paul Spencer, with David Bennett as alternate.

COUNCIL & STAFF COMMITTEE/BOARD APPOINTMENTS

The following organizations need representatives from the City to serve on their respective boards.

CITY OF STEVENSON FIRE DEPARTMENT

- Meets locally every Monday at the fire hall at 7:00 PM.
- Fire Chief Rob Farris (elected by the fire department members)
- City Staff contact – Gordon Rosander (fire department volunteer, asst to Chief)

CITY OF STEVENSON VOLUNTEER FIREMEN'S BOARD

- Meets on an as needed basis locally; membership set by RCW.
- Established to deal with accident claims.
- Mayor (Scott Anderson), Fire Chief (Rob Farris), City Administrator (Leana Kinley) and Councilmember Dave Cox.

EMERGENCY SERVICE COMPENSATION BOARD

- By statute the Mayor and one council member must serve.
- Meets on an as-needed basis to deal with claims. (Has never met).
- Mayor Scott Anderson and Councilmember Dave Cox.

SKAMANIA COUNTY EMERGENCY MANAGEMENT VOLUNTEER ORGANIZATION

- Meets bimonthly in the evenings.
- Coordinates various emergency management groups.
- Fire Chief Rob Farris currently serving with Gordon Rosander as alternate.

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT

- Meetings quarterly on various days of the month at 4:00 PM. Typically, meetings take place on the third Thursday of the month, conflicting with Stevenson council meetings.
- Appointment is joint with the City of North Bonneville for two-year terms that expire even numbered years.
- Deals with regional economic development, approves loans to small businesses, and deals with Federal Economic Development Administration.
- Stevenson City Administrator Leana Kinley currently appointed.

SKAMANIA COUNTY ECONOMIC DEVELOPMENT COUNCIL

- Meets quarterly in Stevenson.
- Twelve-member board with rotating appointments of 2 years.
- The EDC's mission is to coordinate agencies dealing with business and industrial development and actively recruit new industry and business into the community.
- Ben Shumaker for 2023/2024 with Paul Hendricks as alternate.

STEVENSON DOWNTOWN ASSOCIATION

- Meets the second Tuesday of the month @ 6:00 pm @ the Chamber Office.
- Works to create a vibrant downtown with a focus on economic and community prosperity, historic preservation and connection to the Columbia River waterfront.
- Scott Anderson currently serving.

SKAMANIA COUNTY FAIR BOARD

- Meets on the second Wednesday of the month @ 7:00 pm. at Rock Creek Center.
- Coordinates and sponsors county fair.
- 2-year appointments.
- Paul Hendricks serving for 2021/2022

SOUTHWEST WASHINGTON CLEAN AIR AGENCY

- Afternoon meetings on the first Tuesday (@3:00 pm) of each month in Vancouver.
- Deals with enforcement & implementation of Clean Air Act.
- Annual joint appointments from City of North Bonneville and Stevenson.
- Ben Shumaker currently serving.

SKAMANIA COUNTY SOLID WASTE ADVISORY BOARD

- Meets on as needed basis.
- Appointments are annual.
- Deals with solid waste and garbage related nuisance issues.
- Carolyn Sourek serving for 2023.

SKAMANIA COUNTY REGIONAL TRANSPORTATION BOARD

- Meets during the afternoon of the 1st Wednesday of each month.
- Deals with the coordination of transportation planning regionally and reviews some Federal funding disbursements.
- Leana Kinley currently serving with Ben Shumaker and Carolyn Sourek as alternates.

SKAMANIA COUNTY LAW AND JUSTICE COUNCIL

- Mandated committee to establish a law and justice plan for the Skamania County community. Board membership is statutorily set.
- Appointment is annual, representing both city's courts
- Meets as needed, during the day.
- Leana Kinley currently representing the Cities.

SKAMANIA COUNTY DISABILITIES BOARD

- Meets locally on an as-need basis.
- Joint City appointment with City of North Bonneville
- Responsible for reviewing injury claims that are job related.
- Deanna Adams North Bonneville representative currently serving.

KLICKITAT-SKAMANIA UTILITIES COORDINATING COUNCIL

- Meets every other month in White Salmon during the day.
- Responsible for coordinating underground utilities.
- Carolyn Sourek currently serving.

COMMUNITY ACTION TEAM

- Meets on a quarterly basis.
- Sets priorities for community development projects for statewide grant prioritization.
- Leana Kinley currently serving.

SKAMANIA COUNTY BOUNDARY REVIEW BOARD

- Meets on an as needed basis.
- Debi Van Camp serves as staff person.
- Valerie Hoy appointed for 2021-2023

TOURISM ADVISORY COMMITTEE

This committee meets at least once a year to recommend Hotel/Motel awards to City Council. Membership is set by RCW and must have two members who pay the motel/hotel tax and two members who receive funding from the tourism tax.

- Skamania Chamber Director (Angie Waiss)
- Funding Recipient Representative (Chris Kellogg-Clark and Lewie's)
- Skamania Lodge (Kara Owen)
- Artbliss Hotel (Tom Sikora)
- Council Member (Dave Cox)
- City Administrator (Leana Kinley)

SKAMANIA COUNTY HOMELESS COUNCIL

- Meets monthly on the Third Wednesday at 1pm in the Hegewald Center.
- Leana Kinley currently serving

LAW ENFORCEMENT CONTRACT COMMITTEE

- Meets bi-annually in June and December
- Responsible for reviewing and setting service level priorities, goals and metrics.
- Annie McHale and Dave Cox.

AD HOC & TEMPORARY COMMITTEE APPOINTMENTS

(These are short term, special focus committees that will terminate with project completion.)

STEVENSON PUBLIC ART COMMITTEE (Functions as needed – whenever funding for projects becomes available)

- Marilyn Bolles
- Bill Yee
- Mark McCormick
- Mara Reynolds
- Pat Hood
- Laura Buchan
- Leana Kinley
- Amy Weissfeld

WATER INVENTORY RESOURCE INVENTORY AREA (WRIA)

This committee was created as part of a state water plan update. Stevenson is in section #29A. The other representatives on this committee consist of Skamania County, Skamania PUD and the Yakama Nation. Stevenson is on the committee as the largest city in the county. It meets as needed to assist with policy updates or to support a specific project.

- Ben Shumaker
- Leana Kinley (alt)

SWIM TEAM

The SWIM (Stevenson Wellness Improvement & Maintenance) team consists of 3 members: one rotational and two permanent. In addition, a Councilmember will be appointed by City Council and the City Administrator will serve as an ex officio member.

City Staff	No expiration.
Ben Shumaker	No expiration
City Staff	2023 & 2024 (2-year term for the rotational member)
Leana Kinley (ex officio)	No expiration
Dave Cox	2023 (Appointed annually by City Council)

SHORELINE PUBLIC ACCESS PLAN STEERING COMMITTEE

This committee is guiding public involvement and development of the Integrated Shoreline Public Access and Trails Plan. Completion of the planning effort is anticipated in the Summer of 2023. It meets as necessary.

- Scott Anderson
- Leana Kinley
- Davy Ray
- Ben Shumaker
- David Wyatt

PLANNING COMMISSION ANNEXATION POLICY SUBCOMMITTEE

This committee is guiding the Planning Commission's effort to engage the public and recommend an annexation policy for City Council consideration. Completion of the planning effort is anticipated in the Spring 2023. It meets as necessary.

- Jeff Breckel
- Charlie Hales
- Council Liaison?
- Ben Shumaker



MEMORANDUM

TO: Skamania and Klickitat County Transportation Policy Committee
FROM: Dale Robins
DATE: December 2, 2022
SUBJECT: **Transportation Improvement Board Grant Awards**

BACKGROUND

The Transportation Improvement Board (TIB) distributes grant funding to cities and counties for priority local transportation improvements. Funds come from a portion of the statewide gas tax.

Attached for your information is a list of projects recently selected for grant funding through the Transportation Improvement Board (TIB) within the RTPO region (Clark, Skamania, and Klickitat counties).

TIB GRANTS

Small City Arterial Program

- **Loop Street, Columbia Av to E C/L** (City of Stevenson): Rebuild, resurface, and add sidewalks. Total project cost \$487,998, with a **TIB grant award of \$460,422**.

Small City Preservation Program

- **2022 Overlay Award – Willow Street.** (City of Bingen): Overlay Willow Street. Total project cost \$181,490, with a **TIB grant award of \$172,416**.
- **2022 Seal Coat Award – Multiple Locations.** (City of Stevenson): Chip seal. Total project cost \$152,534, with a **TIB grant award of \$144,907**.
- **McEvoy Lane Overlay.** (City of Stevenson): Overlay. Total project cost \$78,049, with a **TIB grant award of \$74,146**.
- **2022 Seal Coat Award – Multiple Locations.** (City of White Salmon): Chip seal and crack seal. Total project cost \$299,963, with a **TIB grant award of \$284,500**.

Small City Maintenance Program

- **2022 Crack Seal – Multiple Locations.** (City of Bingen): Crack seal. Total project cost \$38,750, with a **TIB grant award of \$36,813**.



City of Stevenson
2-W-974(002)-1
2022 Seal Coat Award
Multiple Locations

STATE OF WASHINGTON
TRANSPORTATION IMPROVEMENT BOARD
AND
City of Stevenson
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the 2022 Seal Coat Award, Multiple Locations (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Stevenson, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

For the project specified above, TIB shall pay 94.9998 percent of approved eligible project costs up to the amount of \$144,907, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT'S Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT'S submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

- a) Project Funding Status Form
- b) Bid Authorization Form with plans and engineers estimate
- c) Award Updated Cost Estimate
- d) Bid Tabulations
- e) Contract Completion Updated Cost Estimate with final summary of quantities
- f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as



often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable amounts are greater than \$50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

9.0 DEFAULT AND TERMINATION

9.1 NON-COMPLIANCE

- a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.
- b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.
- c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.
- d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:



- a) RECIPIENT is not making reasonable progress toward correction and compliance.
- b) TIB denies the RECIPIENT's request to amend the Project.
- c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

9.3 TERMINATION

- a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.
- b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.
- c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the maximum payable TIB funds for the specific project. Requests must be made in writing and will be considered by TIB and awarded at the sole discretion of TIB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for all costs incurred in excess of the maximum amount payable by TIB. In the event that final costs related to the specific project are less than the initial grant award, TIB funds will be decreased and/or refunded to TIB in a manner that maintains the intended ratio between TIB funds and total project costs, as described in Section 1.0 of this Agreement.



12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

14.0 DISPUTE RESOLUTION

- a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.
- b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.
- c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.
- d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.
- e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.



15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form
Attorney General

By:

Signature on file

Guy Bowman
Assistant Attorney General

Lead Agency

Transportation Improvement Board

Chief Executive Officer Date

Executive Director Date

Print Name

Print Name



Project Funding Status Form

Agency Name: **STEVENSON**
Project Name: **2022 Seal Coat Award**
Multiple Locations

TIB Project Number: **2-W-974(002)-1**

Verify the information below and revise if necessary.

Email to: Your TIB Engineer

PROJECT SCHEDULE

Target Dates		
Construction Approval	Contract Bid Award	Contract Completion

PROJECT FUNDING PARTNERS

List additional funding partners and amount.

Funding Partners	Amount	Revised Funding
STEVENSON	7,627	
WSDOT	0	
Federal Funds	0	
TOTAL LOCAL FUNDS	7,627	

Signatures are required from two different agency officials. Email a signed copy of this form to your TIB Engineer.

Mayor or Public Works Director

Signature

Date

Printed or Typed Name

Title

Financial Officer

Signature

Date

Printed or Typed Name

Title

Small City Preservation Program (SCPP)
Approved Segment Listing

STEVENSON

FY 2024 Seal Coat Program

Street	Termini	Pavement Length	Pavement Width
Frank Johns Road	Loop Rd to C/L	1,242 feet	28 feet
Gale Street	Franks Johns Rd to End	523 feet	12 feet
Hemingway Street	Lutheran Church Rd to Lower Basso Cir	626 feet	30 feet
Jordan Road	Frank Johns Rd to End	401 feet	10 feet
Lower Basso Circle	Lutheran Church Rd to End	790 feet	30 feet
Lucas Street	Loop Rd to End	296 feet	18 feet
Lutheran Church Road	SR 14 to End	1,101 feet	32 feet
Montell Terrace	Loop Rd to to End	2,563 feet	30 feet
Ridgecrest Drive	W End to East End	958 feet	22 feet
Thomas Street	Frank Johns Rd to Loop Rd	204 feet	12 feet
Vista Drive	Loop Rd to End	455 feet	26 feet
Wisteria Way	Bone Rd to End	1,225 feet	26 feet



City of Stevenson
6-W-974(006)-1
Loop Street
Columbia Ave to E C/L

STATE OF WASHINGTON
TRANSPORTATION IMPROVEMENT BOARD
AND
City of Stevenson
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the Loop Street, Columbia Ave to E C/L (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Stevenson, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

For the project specified above, TIB shall pay 94.3492 percent of approved eligible project costs up to the amount of \$460,422, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT'S Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT'S submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

- a) Project Funding Status Form
- b) Bid Authorization Form with plans and engineers estimate
- c) Award Updated Cost Estimate
- d) Bid Tabulations
- e) Contract Completion Updated Cost Estimate with final summary of quantities
- f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as



often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable amounts are greater than \$50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

9.0 DEFAULT AND TERMINATION

9.1 NON-COMPLIANCE

- a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.
- b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.
- c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.
- d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

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RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:



- a) RECIPIENT is not making reasonable progress toward correction and compliance.
- b) TIB denies the RECIPIENT's request to amend the Project.
- c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

9.3 TERMINATION

- a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.
- b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.
- c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the maximum payable TIB funds for the specific project. Requests must be made in writing and will be considered by TIB and awarded at the sole discretion of TIB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for all costs incurred in excess of the maximum amount payable by TIB. In the event that final costs related to the specific project are less than the initial grant award, TIB funds will be decreased and/or refunded to TIB in a manner that maintains the intended ratio between TIB funds and total project costs, as described in Section 1.0 of this Agreement.



12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

14.0 DISPUTE RESOLUTION

- a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.
- b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.
- c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.
- d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.
- e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.



15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form
Attorney General

By:

Signature on file

Guy Bowman
Assistant Attorney General

Lead Agency

Transportation Improvement Board

Chief Executive Officer Date

Print Name

Executive Director Date

Print Name



Project Funding Status Form

Agency Name: **STEVENSON**
Project Name: **Loop Street
Columbia Ave to E C/L**

TIB Project Number: **6-W-974(006)-1**

Verify the information below and revise if necessary.

Email to: Your TIB Engineer

PROJECT SCHEDULE

Target Dates		
Construction Approval	Contract Bid Award	Contract Completion

PROJECT FUNDING PARTNERS

List additional funding partners and amount.

Funding Partners	Amount	Revised Funding
STEVENSON	27,576	
WSDOT	0	
Federal Funds	0	
TOTAL LOCAL FUNDS	27,576	

Signatures are required from two different agency officials. Email a signed copy of this form to your TIB Engineer.

Mayor or Public Works Director

Signature

Date

Printed or Typed Name

Title

Financial Officer

Signature

Date

Printed or Typed Name

Title

SCAP - Stevenson

Street Map of Loop Road Improvement Project

Legend
Project Extents





City of Stevenson
2-W-974(003)-1
McEvoy Lane Overlay
W End to E End

STATE OF WASHINGTON
TRANSPORTATION IMPROVEMENT BOARD
AND
City of Stevenson
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the McEvoy Lane Overlay, W End to E End (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Stevenson, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

For the project specified above, TIB shall pay 94.9993 percent of approved eligible project costs up to the amount of \$74,146, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT's Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT's submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

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4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as



often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable amounts are greater than \$50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

9.0 DEFAULT AND TERMINATION

9.1 NON-COMPLIANCE

- a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.
- b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.
- c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.
- d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:



- a) RECIPIENT is not making reasonable progress toward correction and compliance.
- b) TIB denies the RECIPIENT's request to amend the Project.
- c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

9.3 TERMINATION

- a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.
- b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.
- c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the maximum payable TIB funds for the specific project. Requests must be made in writing and will be considered by TIB and awarded at the sole discretion of TIB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for all costs incurred in excess of the maximum amount payable by TIB. In the event that final costs related to the specific project are less than the initial grant award, TIB funds will be decreased and/or refunded to TIB in a manner that maintains the intended ratio between TIB funds and total project costs, as described in Section 1.0 of this Agreement.



12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

14.0 DISPUTE RESOLUTION

- a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.
- b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.
- c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.
- d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.
- e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.



15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form
Attorney General

By:

Signature on file

Guy Bowman
Assistant Attorney General

Lead Agency

Transportation Improvement Board

Chief Executive Officer Date

Executive Director Date

Print Name

Print Name



Project Funding Status Form

Agency Name: **STEVENSON**
Project Name: **McEvoy Lane Overlay**
W End to E End

TIB Project Number: **2-W-974(003)-1**

Verify the information below and revise if necessary.

Email to: Your TIB Engineer

PROJECT SCHEDULE

Target Dates		
Construction Approval	Contract Bid Award	Contract Completion

PROJECT FUNDING PARTNERS

List additional funding partners and amount.

Funding Partners	Amount	Revised Funding
STEVENSON	3,903	
WSDOT	0	
Federal Funds	0	
TOTAL LOCAL FUNDS	3,903	

Signatures are required from two different agency officials. Email a signed copy of this form to your TIB Engineer.

Mayor or Public Works Director

Signature

Date

Printed or Typed Name

Title

Financial Officer

Signature

Date

Printed or Typed Name

Title

Small City Preservation Program (SCPP)
Approved Segment Listing

STEVENSON

FY 2024 Overlay Program

Street	Termini	Pavement Length	Pavement Width
McEnvoy Lane	W End to E End	836 feet	28 feet

PROFESSIONAL SERVICES CONTRACT

THIS CONTRACT is made and entered into this ____ day of _____, 2023, by and between CITY OF STEVENSON, a municipal corporation of the State of Washington, and hereinafter referred to as "CITY," and **Bell Design Co.**, hereinafter referred to as the "Contractor."

IN CONSIDERATION of the mutual promises, agreements, and covenants contained herein, it is hereby agreed, by and between the parties, as follows:

SECTION I Nature and Scope of Work

Contractor will perform services as set forth in the attached Exhibit "A." Contractor shall make oral reports, and prepare and submit written reports, in such form and frequency as required by CITY.

SECTION II Payment for Services & Expense Reimbursement

A. PAYMENT

Contractor shall be paid by CITY, for the work to be performed hereunder, as set forth in the attached Exhibit "A." Any payment made to Contractor, however, shall not constitute acceptance of the work, or any portion thereof, which is not in accordance with this contract.

B. TRAVEL

Contractor shall be reimbursed for actual transportation costs that are necessary for the performance of this contract, and which are pre-approved by the City Administrator. Any approved air travel by Contractor shall be limited to coach class (restricted fare). Travel by private auto shall be reimbursable at a rate not to exceed the Internal Revenue Service's current mileage reimbursement rate for business related travel. **If the Contractor is based outside Skamania County, any travel to and from the area shall require the prior approval of CITY's Clerk/Treasurer.**

C. TRAVEL EXPENSES

Contractor shall be reimbursed for the actual reasonable subsistence costs incurred, by Contractor, while traveling in performance of the services hereunder, not to exceed State per diem rates.

SECTION III
General Terms & Conditions

A. DURATION

This contract shall commence as of the date indicated below, and shall continue **until December 31, 2025** or until terminated by either party giving the other party thirty (30) days written notice of such termination. Notice shall be deemed to have been given at the end of three (3) working days, after the deposit of the same in the United States mail, addressed to the other party, postage prepaid, at the address of the parties as hereinafter stated. In the event of cancellation by either party, the notice may specify the services that are to be performed after receipt of the notice until the date of termination. Unless stated otherwise, Contractor shall perform no further services upon receipt of notice of the termination. On or before termination or expiration of the thirty (30) day period, Contractor agrees to deliver to CITY all records, notebooks, files, materials, reports, data, and other information pertaining to the services performed for CITY. In the event of termination, CITY shall pay Contractor for all contract costs incurred prior to termination. Contractor shall not be entitled to compensation for lost profits or expectations of profit due to CITY's early termination of this contract.

B. RELATIONSHIP OF THE PARTIES

Contractor is an independent contractor of CITY. Nothing contained herein shall be deemed to create a relationship of employer and employee or of principal and agent. Unless specifically restricted by this agreement, Contractor may hold itself out to the general public for the provision of similar services. Upon CITY's request, Contractor shall advise CITY of the approximate workload of its existing and new clients and the possibility of any conflicts of interest that may arise.

C. ASSIGNMENT

Contractor shall not assign any interest in this contract, and shall not transfer any such interest to any third party, without CITY's prior written consent. Any subcontract entered into by Contractor, for work covered by this agreement, shall require prior approval by CITY.

D. DISCLOSURE

Contractor agrees to keep confidential any information obtained by Contractor, or its employees, or any person under its control in the course of the services performed under this contract, and to refrain from publishing or revealing any information acquired by Contractor in the course of these services, without the written consent of CITY.

Any knowledge or information acquired or provided by the Contractor to CITY related to services performed under this contract shall not be considered confidential or proprietary unless such designation is approved, in writing, by CITY's City Administrator.

However, regardless of the designation of information provided by the Contractor, CITY does not waive attorney-client privilege or similar protections afforded by law.

E. DISPUTES

Except as otherwise provided or agreed, any dispute relating to this contract which is not disposed of by agreement shall be decided by litigation in a court of competent jurisdiction upon the filing of a legal action by the aggrieved party. During the pendency of any dispute, Contractor shall proceed diligently with the performance of this contract. It is further agreed by Contractor that litigation shall be limited and confined exclusively to the appropriate state court located within the State of Washington. **Venue shall be in Skamania County unless otherwise agreed to by CITY.** This contract shall be governed in accordance with the laws of the State of Washington.

F. NONWAIVER

The failure of CITY to insist upon or enforce strict performance of any provision of this contract shall not be construed as a waiver or relinquishment to any future enforcement of such contractual term.

G. AUDIT RIGHTS/PUBLIC RECORD RETENTION

During this contract, and for six (6) years thereafter, CITY shall have the right to inspect Contractor's records pertaining to this contract and to perform an audit in accordance with generally accepted audit standards. The Contractor shall make these records available without charge to CITY. Contractor agrees to either provide CITY with a copy of all records relating to the contract, or to retain such records for the applicable public records retention period and promptly provide them to CITY in order to fulfill any public records requests submitted during the retention period. Failure to promptly provide said records shall constitute a default of this agreement and entitle CITY to attorney fees and costs to recover the records, plus require Contractor to indemnify CITY against any statutory penalties for failure to promptly comply with a lawful public records request.

H. WORK PRODUCT

All "Work Product," which shall contain, without limitation, all documentation, data, studies, surveys, drawings, maps, photographs, and any object or source code for any software developed pursuant to or in connection with this contract, as well as any copyrights, patents, trade secrets, trademarks, or other intellectual property developed for or in connection with this contract, shall be work for hire and shall be the property of CITY. Contractor does hereby transfer and assign any rights that it has in the Work Product, or that may arise out of or in connection with this contract, to CITY. CITY's rights to the Work Product shall survive termination of this contract. In the event the CITY uses the "Work Product" in the future without Contractor's involvement, CITY agrees to hold harmless, defend, and indemnify Contractor for any claims or liabilities resulting from such use.

I. INSURANCE - HOLD HARMLESS

Contractor shall procure and maintain, during the life of this contract, the insurance policies and associated limits listed below to protect it, and any subcontractor performing work under this contract, from claims for damages from personal injury, including death resulting therefrom, as well as from claims for property damage which may arise under this contract, whether such work is performed by Contractor or by any subcontractor, or by anyone directly or indirectly employed by either of them. Upon demand, Contractor shall provide CITY with copies of all applicable insurance policies.

General Liability	\$1,000,000 per claim/\$2,000,000 aggregate
Automobile Liability	\$1,000,000
Worker’s Compensation	\$1,000,000
Professional Liability	\$1,000,000 per claim/\$2,000,000 aggregate

CITY and Contractor (“Party” or ”Parties”) hereby agree to indemnify and hold harmless the other Party, its appointed and elective officers, and its employees, from and against any and all suits, claims, actions, losses, costs, penalties, fines, and damages of whatever kind and nature, including attorney fees and costs, by reason of any and all claims and demands on it, its officers and employees, as may be caused by the negligence or willful misconduct of the indemnitee, its agents or employees, (or anyone directly or indirectly employed or engaged by the indemnitee, including subcontractors) to perform or observe any term or condition of this contract, or for any act or inaction of the indemnitee in connection with or incident to the work covered by this contract. It is the intent of the Parties hereto that, where negligence is determined to have been contributory, principles of comparative negligence will be followed and each Party shall bear the proportionate costs of any loss, damage, expense and liability attributable to that Party’s negligence.

In any and all claims against CITY by any employee of Contractor, the indemnification and hold-harmless obligation herein shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for the Contractor under workers’ compensation acts, disability acts, or other employee benefits acts, AND THE CONTRACTOR SPECIFICALLY AND EXPRESSLY WAIVES ANY IMMUNITY UNDER SUCH ACTS.

J. WARRANTY

Contractor agrees that services performed as specified in Exhibit "A" shall be performed in a manner consistent with the professional standards and industry practices acceptable in the trade.

K. SEVERABILITY

The invalidity or unenforceability of any provision of this contract shall not affect the other provisions hereof, and this contract shall be construed, in all respects, as if such invalid or unenforceable provisions were omitted.

L. HEADINGS

The headings used in sections of this contract are for convenience of reference only and are not intended to restrict, affect, or be of any weight in the interpretation or construction of the provisions of such sections of this contract.

M. CONSEQUENTIAL DAMAGES

Notwithstanding any other provision of this contract, and to the fullest extent permitted by law, neither CITY nor Contractor, their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of or connected in any way to the project or to this contract in excess of insurance limits required hereunder.

N. ENTIRE AGREEMENT

Contractor and CITY understand and agree that this document constitutes the entire understanding between the parties regarding the work or services described herein, and that this contract supersedes all other prior agreements and understandings, whether oral or written. This contract shall not be modified or amended, except in writing, signed by both parties.

[Signatures appear on next page]

IN WITNESS WHEREOF, the parties have executed this contract at Stevenson, Washington, this _____ day of _____, 20_____.

CITY OF STEVENSON

CONTRACTOR

By: _____
_____, its Mayor

By: _____

Name & Title

Mailing Address

Approved as to form

Telephone Number

Kenneth B Woodrich,
City Attorney

Federal Tax ID Number

UBI#

Engineering Standards Update Proposal City of Stevenson



TO: Leana Kinley
City Administrator
City of Stevenson
7121 E. Loop Rd
PO Box 371, Stevenson, WA 98648-0371
Phone: (509) 427-5970 x204

FROM: Stoner W. Bell, P. E.
Bell Design Co.
PO Box 308
Bingen, WA 98605
Phone: (509) 493-3886

SUBJECT: Scope and Fee Proposal for Engineering Standards Update

PROJECT: Bell Design Project #22B303

DATE: January 16th, 2022

PROJECT UNDERSTANDING

The City of Stevenson’s engineering standards currently consist of four semi-independent documents. These documents include:

- Design and Planning Manual
- Construction Specifications
- Standard Drawings
- Erosion Control Plans

The City had noticed some inconsistencies between the various documents and it has become concerned about areas within the standards that are vague as to when and how they are to be applied to various types and levels of development. The City would like to improve its engineering standards. These improvements include but are not limited to the following:

- Consolidate the four documents that currently serve as the engineering standards into one or two documents.
- “Standardize” the engineering standards so that they are similar to other standards being used in the region by similar sized municipalities and reflect the standard of practice and care normally used in the design and oversight of development projects.
- Clearly identify specific activities and thresholds that would trigger various engineering standards requirements.
- Ensure the standards are internally consistent and harmonized with other City codes and plans.
- Modify the City’s standard drawings so they are consistent with other standards organizations such as the American Public Works Association (APWA), WSDOT, American Water Works

Fee and Scope Proposal

Association (AWWA), and Washington State Department of Ecology (WSDOE) standard drawings.

Additionally, the City would like to use a public involvement process to build community consensus on the standards that should be enforced for development of the community.

PROJECT APPROACH/SCOPE.

Project Management:

This task involves on-going communications with the City of Stevenson, its representatives and staff, project startup costs, task budget review and management, review of work and management of work schedule, review of project charges, review and preparation of invoices, and providing project progress updates to the City.

Estimated Fee: \$4,200

Phase 1 -Identification of Issues with Existing Engineering Standards and Procedures

A - Interviews with City Staff

BDC would meet with City staff to discuss specific issues with the existing engineering standards that have frustrated them over the years. The intent of these meetings would be to identify specific language and/or requirement that are vague or hard to enforce or to implement, or which may conflict with other areas of the standards, the City's municipal code, or Washington State codes and requirements.

Deliverable: Meeting notes for each staff member interviewed identifying problem area with the existing engineering standards.

Estimated Fee: \$2,120

B - Stakeholders Workshop #1

BDC would work with the City to identify stakeholders who could become part of a stakeholder group interested in providing testimony and feedback on the engineering standards. BDC would conduct a meeting early in the standards modification process with these stakeholders to review areas in the standards that have created frustration, delays, confusion, or seem to serve no purpose. To expedite this process the City could request written comments from participants.

Deliverable: Meeting notes which summarize stakeholders' concerns stated in the workshop and concerns presented in the written comments.

Estimated Fee: \$4,040

Fee and Scope Proposal

C - Review of other Jurisdictions' Standards

BDC would review two other jurisdictions' engineering standards and make notes as to the apparent benefits and drawbacks of those standards. BDC will also phone/video interview other jurisdictions' personnel who use the standards to ascertain their dispositions towards the standards' performance in accomplishing their intended purpose.

Based upon a previous scoping meeting with the City, this task is envisioned to be limited to two jurisdiction that the City will chose. In the scoping meeting the City mentioned that the City of Washougal may be an appropriate jurisdiction to review its engineering standards. Therefore, it is anticipated that BDC would review the City of Washougal's standards and another jurisdiction of the City's chose and interview the appropriate staff who implement each City's engineering standards.

This task could be broadened to include review of additional jurisdictions' standards which would require an adjustment in the estimated fee.

Deliverables: Notes on BDC's review of the standards and notes from interviews with the jurisdiction's staff.

Estimated Fee: \$18,000

Phase 1 Estimated Fee

\$24,160

Phase 2 – New/Updated Engineering Standards Production

A - Direction Workshop with City Staff

BDC will summarize findings from the above tasks and send the information to City of Stevenson staff involved with the standards update as directed. BDC will conduct a workshop with City staff to discuss the advantages and disadvantages of adopting and modifying the jurisdiction's standards which were reviewed in Phase I, Part C.

Deliverable: Meeting notes and any conclusions that were made at the workshop.

Estimated Fee: \$2,120

B - Transition another Jurisdiction's Engineering Standards to the City of Stevenson

This task covers the effort of converting the selected jurisdiction's standards to work with the City's ordinances, codes, and specific practices. The task would also involve scrubbing language that does not apply to the City of Stevenson, such as growth management practices or SM4 references. The task would also include modifying any procedural language to match the City's current processes, for example permits or meetings that the City may or may not have.

BDC will deliver the draft engineering standards to City staff for review and comment. After BDC receives City staff's comments, BDC would then update the draft engineering standards to reflect the City's comments.

Fee and Scope Proposal

Deliverable: Draft copy of City of Stevenson engineering standards.

Estimated Fee: \$16,160

C - Update Standard Detail Drawings

It is assumed that BDC will be able to get (or purchase) that jurisdiction's standards in CADD format. BDC would then modify the borders and sheets to reference the City of Stevenson and its engineering standards. The cost to purchase another jurisdictions' standards or pay for their staff time to process the transfer would be an addition to the fee estimate in this proposal.

BDC would distribute the "new" drawings to the City's Public Works Department personnel to review and make suggested changes which would reflect the practices of the City Public Works Department. BDC would incorporate those changes into the new standard drawings.

Deliverable: Updated Standards

Estimated Fee: \$15,680

D - Stakeholders Workshop #2

BDC will work with the City to distribute the draft engineering standards to the stakeholder group. The City/BDC would invite written comment and then conduct a second workshop meeting to discuss the new manual and take additional comments on the proposed draft engineering standards.

BDC would meet with the City to discuss concerns and comments raised in the stakeholder workshop. BDC would then update the draft engineering standards as directed by the City based on the comments from the Stakeholder Workshop #2.

Deliverable: 1) Meeting notes which summarize stakeholders' concerns raised in the workshop and the concerns presented in the written comments.
2) Engineering standards updated to reflect stakeholder's comments.

Estimated Fee: \$4,040

Total Phase 2 Estimated Fee

\$38,000

Phase 3 – Adoption/Implementation of New Engineering Standards

A - Ordinance and Code Conflict Review

BDC will review other City codes and documents to determine if there is any conflicting language or other language that may need to be altered to accommodate the new engineering standards. BDC will document its findings in a memorandum and meet with City staff to ascertain which issues can be resolved by changes to the new engineering standards and which issues will most likely require code or ordinance modifications.

Deliverable: Memorandum document outlining code or ordinance issues that should be modified to allow engineering standards to function properly.

Fee and Scope Proposal

Estimated Fee: \$5,520

B - Planning Commission Workshop

BDC would work with City staff to distribute the new engineering standards to the City’s Planning Commission. BDC would conduct a workshop or present the standards in a Planning Commission meeting, per City staff’s direction. BDC would take comments and questions, and entertain modifications.

BDC would meet with the City staff to discuss concerns and comments raised by the Planning Commission, and update the draft engineering standards as directed by the City based on the comments from the Planning Commission Workshop.

- Deliverable:**
- 1) Meeting notes which summarizes the Planning Commission’s concerns.
 - 2) Engineering standards updated to reflect the Planning Commission’s comments.

Estimated Fee: \$3,400

C - Present New Standards to City Council for Adoption

BDC/City of Stevenson would distribute the final engineering standards and standard drawings to City Council members for their review. After allowing an appropriate time based upon the Council’s workload, the staff would place the adoption of the engineering standards on the Council’s agenda. BDC would attend a City Council meeting to present the new standards and, if necessary, any code or ordinance changes that may be necessary to the City Council and to respond to questions the Council may have.

If necessary, BDC can attend one other Council meeting if the Council should require modifications and delay the adoption of the engineering standards.

Estimated Fee: \$5,520

Total Phase 3 Estimated Fee \$14,400

Total Project Estimate (Phase 1, 2, 3, and Project Management) \$80,800

Cost Estimate for Professional Services

Client: City of Stevenson
 Project: Engineering Standards
 Prepared by: Stoner W. Bell



Phase	Task	Task Description	Personnel Classification and Billing Rate			Totals
			PE3	PE1	D4	
			\$ 210.00	\$ 160.00	\$ 90.00	
Project Management						
A	Project Management		20			\$ 4,200
Sub Total						\$ 4,200
1 Identification of Issues with Existing Standards						
A	Interviews with Staff		4	8		\$ 2,120
B	Stake Holders Workshop #1		4	20		\$ 4,040
C	Review of other Jurisdiction's Standards		40	60		\$ 18,000
Sub Total			48	88	0	\$ 24,160
2 New/Updated Engineering Standards Production						
A	Direction Workshop with City Staff		4	8		\$ 2,120
B	Create New Standards		16	80		\$ 16,160
C	Update Standard Details Drawings		8	20	120	\$ 15,680
D	Stakeholders Workshop #2		4	20		\$ 4,040
Sub Total			32	128	120	\$ 38,000
3 Adoption/Implementation of New Engineering Standards						
A	Ordinance and Code Conflict Review		8	24		\$ 5,520
B	Planning Commission Workshop/Meeting		4	16		\$ 3,400
C	Present Standards to City Council for Adoption		8	24		\$ 5,520
Sub Total			20	64	0	\$ 14,440
Total Hours			120	280	120	\$ 80,800
Total Cost			\$ 25,200	\$ 44,800	\$ 10,800	\$ 80,800

BDC Project Number: 22B303

Date: 1/16/2023

PROFESSIONAL SERVICES CONTRACT

THIS CONTRACT is made and entered into this ____ day of _____, 2023, by and between CITY OF STEVENSON, a municipal corporation of the State of Washington, and hereinafter referred to as "CITY," and **FLO Analytics**, hereinafter referred to as the "Contractor."

IN CONSIDERATION of the mutual promises, agreements, and covenants contained herein, it is hereby agreed, by and between the parties, as follows:

SECTION I Nature and Scope of Work

Contractor will perform services as set forth in the attached Exhibit "A." Contractor shall make oral reports, and prepare and submit written reports, in such form and frequency as required by CITY.

SECTION II Payment for Services & Expense Reimbursement

A. PAYMENT

Contractor shall be paid by CITY, for the work to be performed hereunder, as set forth in the attached Exhibit "A." Any payment made to Contractor, however, shall not constitute acceptance of the work, or any portion thereof, which is not in accordance with this contract.

B. TRAVEL

Contractor shall be reimbursed for actual transportation costs that are necessary for the performance of this contract, and which are pre-approved by the City Administrator. Any approved air travel by Contractor shall be limited to coach class (restricted fare). Travel by private auto shall be reimbursable at a rate not to exceed the Internal Revenue Service's current mileage reimbursement rate for business related travel. **If the Contractor is based outside Skamania County, any travel to and from the area shall require the prior approval of CITY's Clerk/Treasurer.**

C. TRAVEL EXPENSES

Contractor shall be reimbursed for the actual reasonable subsistence costs incurred, by Contractor, while traveling in performance of the services hereunder, not to exceed State per diem rates.

SECTION III
General Terms & Conditions

A. DURATION

This contract shall commence as of the date indicated below, and shall continue **until December 31, 2025** or until terminated by either party giving the other party thirty (30) days written notice of such termination. Notice shall be deemed to have been given at the end of three (3) working days, after the deposit of the same in the United States mail, addressed to the other party, postage prepaid, at the address of the parties as hereinafter stated. In the event of cancellation by either party, the notice may specify the services that are to be performed after receipt of the notice until the date of termination. Unless stated otherwise, Contractor shall perform no further services upon receipt of notice of the termination. On or before termination or expiration of the thirty (30) day period, Contractor agrees to deliver to CITY all records, notebooks, files, materials, reports, data, and other information pertaining to the services performed for CITY. In the event of termination, CITY shall pay Contractor for all contract costs incurred prior to termination. Contractor shall not be entitled to compensation for lost profits or expectations of profit due to CITY's early termination of this contract.

B. RELATIONSHIP OF THE PARTIES

Contractor is an independent contractor of CITY. Nothing contained herein shall be deemed to create a relationship of employer and employee or of principal and agent. Unless specifically restricted by this agreement, Contractor may hold itself out to the general public for the provision of similar services. Upon CITY's request, Contractor shall advise CITY of the approximate workload of its existing and new clients and the possibility of any conflicts of interest that may arise.

C. ASSIGNMENT

Contractor shall not assign any interest in this contract, and shall not transfer any such interest to any third party, without CITY's prior written consent. Any subcontract entered into by Contractor, for work covered by this agreement, shall require prior approval by CITY.

D. DISCLOSURE

Contractor agrees to keep confidential any information obtained by Contractor, or its employees, or any person under its control in the course of the services performed under this contract, and to refrain from publishing or revealing any information acquired by Contractor in the course of these services, without the written consent of CITY.

Any knowledge or information acquired or provided by the Contractor to CITY related to services performed under this contract shall not be considered confidential or proprietary unless such designation is approved, in writing, by CITY's City Administrator.

However, regardless of the designation of information provided by the Contractor, CITY does not waive attorney-client privilege or similar protections afforded by law.

E. DISPUTES

Except as otherwise provided or agreed, any dispute relating to this contract which is not disposed of by agreement shall be decided by litigation in a court of competent jurisdiction upon the filing of a legal action by the aggrieved party. During the pendency of any dispute, Contractor shall proceed diligently with the performance of this contract. It is further agreed by Contractor that litigation shall be limited and confined exclusively to the appropriate state court located within the State of Washington. **Venue shall be in Skamania County unless otherwise agreed to by CITY.** This contract shall be governed in accordance with the laws of the State of Washington.

F. NONWAIVER

The failure of CITY to insist upon or enforce strict performance of any provision of this contract shall not be construed as a waiver or relinquishment to any future enforcement of such contractual term.

G. AUDIT RIGHTS/PUBLIC RECORD RETENTION

During this contract, and for six (6) years thereafter, CITY shall have the right to inspect Contractor's records pertaining to this contract and to perform an audit in accordance with generally accepted audit standards. The Contractor shall make these records available without charge to CITY. Contractor agrees to either provide CITY with a copy of all records relating to the contract, or to retain such records for the applicable public records retention period and promptly provide them to CITY in order to fulfill any public records requests submitted during the retention period. Failure to promptly provide said records shall constitute a default of this agreement and entitle CITY to attorney fees and costs to recover the records, plus require Contractor to indemnify CITY against any statutory penalties for failure to promptly comply with a lawful public records request.

H. WORK PRODUCT

All "Work Product," which shall contain, without limitation, all documentation, data, studies, surveys, drawings, maps, photographs, and any object or source code for any software developed pursuant to or in connection with this contract, as well as any copyrights, patents, trade secrets, trademarks, or other intellectual property developed for or in connection with this contract, shall be work for hire and shall be the property of CITY. Contractor does hereby transfer and assign any rights that it has in the Work Product, or that may arise out of or in connection with this contract, to CITY. CITY's rights to the Work Product shall survive termination of this contract. In the event the CITY uses the "Work Product" in the future without Contractor's involvement, CITY agrees to hold harmless, defend, and indemnify Contractor for any claims or liabilities resulting from such use.

I. INSURANCE - HOLD HARMLESS

Contractor shall procure and maintain, during the life of this contract, the insurance policies and associated limits listed below to protect it, and any subcontractor performing work under this contract, from claims for damages from personal injury, including death resulting therefrom, as well as from claims for property damage which may arise under this contract, whether such work is performed by Contractor or by any subcontractor, or by anyone directly or indirectly employed by either of them. Upon demand, Contractor shall provide CITY with copies of all applicable insurance policies.

General Liability	\$1,000,000 per claim/\$2,000,000 aggregate
Automobile Liability	\$1,000,000
Worker’s Compensation	\$1,000,000
Professional Liability	\$1,000,000 per claim/\$2,000,000 aggregate

CITY and Contractor (“Party” or ”Parties”) hereby agree to indemnify and hold harmless the other Party, its appointed and elective officers, and its employees, from and against any and all suits, claims, actions, losses, costs, penalties, fines, and damages of whatever kind and nature, including attorney fees and costs, by reason of any and all claims and demands on it, its officers and employees, as may be caused by the negligence or willful misconduct of the indemnitee, its agents or employees, (or anyone directly or indirectly employed or engaged by the indemnitee, including subcontractors) to perform or observe any term or condition of this contract, or for any act or inaction of the indemnitee in connection with or incident to the work covered by this contract. It is the intent of the Parties hereto that, where negligence is determined to have been contributory, principles of comparative negligence will be followed and each Party shall bear the proportionate costs of any loss, damage, expense and liability attributable to that Party’s negligence.

In any and all claims against CITY by any employee of Contractor, the indemnification and hold-harmless obligation herein shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for the Contractor under workers’ compensation acts, disability acts, or other employee benefits acts, AND THE CONTRACTOR SPECIFICALLY AND EXPRESSLY WAIVES ANY IMMUNITY UNDER SUCH ACTS.

J. WARRANTY

Contractor agrees that services performed as specified in Exhibit "A" shall be performed in a manner consistent with the professional standards and industry practices acceptable in the trade.

K. SEVERABILITY

The invalidity or unenforceability of any provision of this contract shall not affect the other provisions hereof, and this contract shall be construed, in all respects, as if such invalid or unenforceable provisions were omitted.

L. HEADINGS

The headings used in sections of this contract are for convenience of reference only and are not intended to restrict, affect, or be of any weight in the interpretation or construction of the provisions of such sections of this contract.

M. CONSEQUENTIAL DAMAGES

Notwithstanding any other provision of this contract, and to the fullest extent permitted by law, neither CITY nor Contractor, their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of or connected in any way to the project or to this contract in excess of insurance limits required hereunder.

N. ENTIRE AGREEMENT

Contractor and CITY understand and agree that this document constitutes the entire understanding between the parties regarding the work or services described herein, and that this contract supersedes all other prior agreements and understandings, whether oral or written. This contract shall not be modified or amended, except in writing, signed by both parties.

[Signatures appear on next page]

IN WITNESS WHEREOF, the parties have executed this contract at Stevenson, Washington, this _____ day of _____, 20_____.

CITY OF STEVENSON

CONTRACTOR

By: _____
_____, its Mayor

By: _____

Name & Title

Mailing Address

Telephone Number

Federal Tax ID Number

UBI#

Approved as to form

Kenneth B Woodrich,
City Attorney



2815 2nd Avenue, Suite 540 | Seattle, WA 98121 | 1-888-847-0299 | www.flo-analytics.com

Dear Leana Kinley,

FLO Analytics (FLO) is looking forward to working with the City of Stevenson on a three year on-call GIS services contract. This work may include the following tasks:

SCOPE OF WORK

Task 1—Project Management

This task includes all communications with client (the City). This includes, emails, phone calls, and virtual meetings with the client.

Deliverables

- Monthly project calls with the client
- Virtual meetings set up as needed

Task 2—GIS Layer and Data Updates

This task includes any changes to the City's GIS layers and data hosted on ArcGIS Online, as well as changes to existing web maps and apps requested by the client or deemed necessary by FLO. Data layer updates will be made using the ArcGIS Pro desktop software. Changes to web maps and apps will be made within the client's ArcGIS Online environment. This task may also include the creation of new web applications requested by the client.

Task 3—AutoCAD File Conversion

This task encompasses all AutoCAD files that need to be converted to GIS data and appended to the current GIS utility data that is hosted in ArcGIS Online.

Deliverables

- New data will be synchronized to the client's ArcGIS Online environment

Task 4—GIS Training

FLO will be available for GIS-related training (software, application, data management) that is requested by the client.

Deliverables

- Virtual trainings as needed or requested by the client

BUDGET

The estimated cost to perform the proposed work each year is \$31,700 (see estimated budget below). This cost estimate does not represent a lump sum. FLO bills for time and materials, consistent with the attached schedule of charges. FLO may apply money from one task to another to complete the scope of work.

	Task	Hours	Labor	Direct	Subcontractors	Total
1	Project Management	60	\$10,800	\$0	\$0	\$10,800
2	GIS Layer/Data Updates	70	\$10,850	\$0	\$0	\$10,850
3	AutoCAD File Conversion	30	\$4,650	\$0	\$0	\$4,650
4	Training	30	\$5,400	\$0	\$0	\$5,400
Total Estimated Cost						\$31,700

2023 Proposed Council Workshop topics (pulled from AWC's e-learning website [here](#))

Jan 11, 2023 Community planning and development 101 for elected officials (55 min)
<https://wacities.org/events-education/elearning-by-category/elearning-articles/2018/08/02/community-planning-and-development-101-for-elected-officials>

Feb 8, 2023 Parking Topic-Deep Dive

Mar 8, 2023 PRA (40 min) <https://wacities.org/data-resources/public-records-act-elearning>

Apr 12, 2023 Council retreat/workshop for 2024 priorities

May 10, 2023 Utility Rate Setting basics for elected officials (55 min)
<https://wacities.org/events-education/elearning-by-category/elearning-articles/2020/08/21/utility-rate-setting-basics-for-elected-officials>

Jun 14, 2023 OPMA (45 min) <https://wacities.org/data-resources/open-public-meetings-act-elearning>

Jul 12, 2023 Finance 101 for elected officials (60 min)
<https://wacities.org/events-education/elearning-by-category/elearning-articles/2018/05/23/finance-101-for-elected-officials>

Aug 9, 2023 Fundamentals of municipal budget cycles (52 min)
<https://wacities.org/events-education/elearning-by-category/elearning-articles/2020/03/07/fundamentals-of-municipal-budget-cycles>

Sep 13, 2023 Budgeting basics
<https://wacities.org/data-resources/budget-basics>

Oct 11, 2023 Affordable Housing Tools deep dive

Nov 8, 2023 Special Budget Meeting on 2024 budget

Dec 14, 2023 Elected officials essentials (specific selections-4 hours total)
<https://wacities.org/data-resources/elected-officials-essentials-workshop>

Other Topics-

Snow Removal

CITY OF STEVENSON PROFESSIONAL SERVICE CONTRACT, MONTHLY REPORT & INVOICE

Contractor:	Skamania County Chamber of Commerce	
Reporting Period:	December, 2022	
Amount Due:	\$ 9,166.00	Monthly Contract Amount
	1,000.00	Program Management Time
	3,810.19	Christmas in the Gorge
	<u>6,508.64</u>	Monthly Reimbursable
	\$ 20,484.83	

VISITOR STATISTICS

	<u>Stevenson Office</u>
Walk-In Visitors:	133
Telephone Calls:	41
E-Mails:	20
Business Referrals:	620
Tracked Overnight Stays:	45
Mailings (relocation & visitor packets):	2
Chamber Website Pageviews	4,953
COS Website Pageviews	15,791

CHAMBER BUSINESS

Chamber Board Meeting: Our December Board meeting focused on finalizing our 2023 budget, electing new Executive officers, staff reviews and changing our meeting schedule for 2023. Executive board members will meet on the odd months and the full board will meet on the even months of the year.

Chamber Membership: We had 3 new member join the Chamber and 11 membership renewals in December.

Chamber E-Newsletter: The weekly e-blast, consisting of updates and announcements submitted by Chamber members, is emailed out on Thursday afternoons to over 1,300 recipients.

Facebook Pages: The Chamber manages Facebook pages for Visit Stevenson, WA, Christmas in the Gorge, Wind River Business Association as well as for the Chamber itself.

Chamber Marketing, Projects, Action Items:

- Monthly meeting with NB Marketing for progress updates on our marketing plan and to review analytics
- Placed ads
- Small Business Season promotion on Facebook with daily ads and several videos of Bigfoot shopping local
- Held Christmas in the Gorge event
- Updated 2023 calendar of events & membership list and sent to Wind River Publishing for 2023 Visitor Guide
- Sent 2023 calendar of event to be included in Columbia Gorge Visitor Guide
- Updated community pages for 2023 Gorge to Mt Hood Visitor Guide
- Hosted 1 ribbon cutting event
- Held Government Affairs Council meeting
- Hosted webinar with Washington Retail Association on retail theft and public safety
- Started planning Chamber Annual Dinner – sent out nominations for Business and Member of the Year
- Monthly meeting with Washington Chamber Executives

County/Regional/State Meeting and Projects:

Wind River Business Association (WRBA): Serve as treasurer for WRBA – pay monthly bills, reconcile bank statements, attend monthly meetings and manage Facebook page.

Stevenson Downtown Association (SDA): Attend monthly SDA board meeting, promotion committee meetings.

(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 Projects:

- Monthly meeting with NB Marketing to review analytics and plan for action items for next month
- Placed ads
- Accompanied Skamania Lodge on a site tour with Yamaha group – discussed side by side ride route options
- Sent out tourism newsletter about winter activities around the Stevenson area
- Promote holiday events and shopping local on social media

2022 CITY OF STEVENSON PROMOTIONAL PROGRAMS REIMBURSABLES

P2-D1	Website	\$1,279.14
P2-D2	Social Media and Print Ad Creation	\$1,350.00
P2-D3	Boosting	\$ 100.00
P2-E	Wind River Publishing Ads	\$1,259.00
P2-F	Skamania Lodge Co-Op	\$2,520.50
		<u>\$6,508.64</u>

2022 CITY OF STEVENSON PROMOTIONAL PROGRAMS MANAGEMENT TIME

Monthly flat rate for program management \$1,000.00

	<i>2022 Budget</i>	<i>Current Request</i>	<i>Requested YTD</i>	<i>Remaining</i>
Total Program Promo Expenses	\$85,000.00	\$7,508.64	\$61,434.03	\$23,565.97

Washington Gorge Action Programs
Skamania County Housing Programs
 Dec-2022
 Submitted by Curt Gray

Rental Assistance

Outputs

	Nov
Number of households served	19
Number of individuals within those households	27
Total Number of bed nights provided	810

Housing and Essential Needs

Outputs

	Nov
Number of individuals served with Housing/Utilities	4
Number of individuals served with Essential Needs	8
Total Number of bed nights provided	120

Permanent Support Housing

	Nov
Number of individuals obtained employment	0
Number of individuals increasing their income	0
Number of individuals retained employment for 90 days or more	0
Number of HH removed Barriers that hindered individuals in obtaining job	0
Number of HH moved into affordable permanent housing	1
Number of HH Received referral to mainstream resources	6
Number of individuals completed Life Skills meeting	5
Number of individuals denied services	2

Outputs PSH

	Nov
Number of households served	4
Number of individuals within those households	4

Shelter

The shelter is open to individuals and families who are homeless. They are required to look for permanent housing during their stay.

Outputs

	Nov
Number of households served	8
Number of individuals within those households	13
Total Number of bed nights provided	252

Total Outcomes for all Programs

	Nov
Number of individuals obtained employment	0
Number of individuals increasing their income	0
Number of individuals retained employment for 90 days or more	1
Number of HH removed Barriers that hindered individuals in obtaining job	0
Number of HH moved into affordable permanent housing	0
Number of HH Received referral to mainstream resources	22
Number of individuals completed Life Skills meeting	24
Number of individuals denied services	1

Success Stories

November 2022:

1. No COVID outbreaks in our shelters



December 2022 Board Report

Skamania County Housing Programs

Submitted by Curt Gray, Director, Skamania County Housing Programs

As an introduction to the monthly report we routinely submit, I'm including this narrative to provide additional insight. Data reported is for the month of November.

- **Emergency Warming Shelter:**

Preparations continue to be made. Needed staff positions are posted with two potential candidates, to date. Once required staff are recruited and trained the shelter will be ready to open. We are coordinating our operations with other regional providers in a manner similar to our coordination with the cooling shelters of our regional partners during this past summer.

- **Rental Assistance:**

First-time requests for rental assistance are increasing.

In addition to the rental assistance for all programs that is reported for November, assistance has been provided to pay rents that were in arrears for months other than the reporting month. In the month of November, nine (9) households comprising a total of eight (17) individuals were served providing an additional 2800 bed-nights of assistance – nearly double that which was reported for last month. We see an increasing trend of younger households with children requesting help with their rent.

- **Denial of Services:**

Two (2) households requested assistance in November – households that had previously received significant rental assistance in prior months – one of them making their third request. These two households' requests for assistance were denied due to having received maximum benefits previously and/or refusal of participation in the current rental assistance program by their landlord, thereby preserving remaining funds for those households that have not yet received any rental assistance whatsoever.



January 2023 Board Report

Skamania County Housing Programs

Submitted by Curt Gray, Director, Skamania County Housing Programs

As an introduction to the monthly report we routinely submit, I'm including this narrative to provide additional insight. Data reported is for the month of December.

- **Emergency Warming Shelter:**

The warming shelter opened for normal operations on December 29. Weather conditions have been relatively mild since that date. Preparations continue to be made. Initially, there were dozens of calls received requesting, primarily, information about the warming shelter – many of them from outside the county. Of that multitude of calls, there were less than a dozen from individuals who were interested in utilizing the shelter. Of those, there was a handful who actually made arrangements to spend the night.

- **Rental Assistance:**

First-time requests for rental assistance are increasing and are given priority.

In addition to the rental assistance for all programs that is reported for December, assistance has been provided to pay rents that were in arrears for months other than the reporting month. In the month of December, five (5) households comprising a total of thirteen (13) individuals were served providing an additional 4230 bed-nights of assistance – nearly doubling, again this month, that which was reported for last month.

- **Denial of Services:**

One (1) household requesting rent assistance in December was denied, having previously received significant rental assistance in prior months and reaching the maximum benefit.

Washington Gorge Action Programs
Skamania County Housing Programs
 Jan-2023
 Submitted by Curt Gray

Rental Assistance

Outputs

	Dec
Number of households served	15
Number of individuals within those households	23
Total Number of bed nights provided	713

Housing and Essential Needs

Outputs

	Dec
Number of individuals served with Housing/Utilities	4
Number of individuals served with Essential Needs	4
Total Number of bed nights provided	124

Permanent Support Housing

	Dec
Number of individuals obtained employment	0
Number of individuals increasing their income	0
Number of individuals retained employment for 90 days or more	0
Number of HH removed Barriers that hindered individuals in obtaining job	0
Number of HH moved into affordable permanent housing	1
Number of HH Received referral to mainstream resources	3
Number of individuals completed Life Skills meeting	3
Number of individuals denied services	0

Outputs PSH

	Dec
Number of households served	5
Number of individuals within those households	5

Shelter

The shelter is open to individuals and families who are homeless. They are required to look for permanent housing during their stay.

Outputs

	Dec
Number of households served	7
Number of individuals within those households	13
Total Number of bed nights provided	335

Total Outcomes for all Programs

	Dec
Number of individuals obtained employment	2
Number of individuals increasing their income	0
Number of individuals retained employment for 90 days or more	0
Number of HH removed Barriers that hindered individuals in obtaining job	0
Number of HH moved into affordable permanent housing	0
Number of HH Received referral to mainstream resources	23
Number of individuals completed Life Skills meeting	28
Number of individuals denied services	1

Success Stories

December 2022:

1. No COVID outbreaks in our shelters
2. Two (2) emergency shelter residents obtained employment
3. One (1) shelter resident found housing

2022 BUDGET POSITION

City Of Stevenson

Time: 08:15:15 Date: 01/13/2023

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001 General Expense Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
100 Unreserved	1,047,784.22	1,047,784.22	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	1,132,333.17	1,132,333.17	0.00	100.0%
311 Property Tax	501,569.36	526,086.33	(24,516.97)	104.9%
313 Sales Tax	300,000.00	473,308.16	(173,308.16)	157.8%
316 Utility Tax	32,000.00	41,316.87	(9,316.87)	129.1%
317 Other Tax	16,000.00	27,217.16	(11,217.16)	170.1%
310 Taxes	849,569.36	1,067,928.52	(218,359.16)	125.7%
321 Licenses	2,900.00	5,540.00	(2,640.00)	191.0%
322 Permits	0.00	143.25	(143.25)	0.0%
320 Licenses & Permits	2,900.00	5,683.25	(2,783.25)	196.0%
330 Grants	112,758.20	92,758.20	20,000.00	82.3%
335 State Shared	11,000.00	15,574.34	(4,574.34)	141.6%
336 State Entitlements, Impact Payments & Taxe	17,499.50	21,005.75	(3,506.25)	120.0%
330 Intergovernmental Revenues	141,257.70	129,338.29	11,919.41	91.6%
341 Admin, Printing & Probation Fees	283,935.13	5,145.61	278,789.52	1.8%
342 Fire District 2	32,700.00	27,173.00	5,527.00	83.1%
345 Planning	4,500.00	16,136.36	(11,636.36)	358.6%
346 Building	0.00	0.00	0.00	0.0%
376 Parks	0.00	16,823.64	(16,823.64)	0.0%
340 Charges For Goods & Services	321,135.13	65,278.61	255,856.52	20.3%
350 Fines & Penalties	12,700.00	12,900.72	(200.72)	101.6%
360 Interest & Other Earnings	8,000.00	15,472.83	(7,472.83)	193.4%
Fund Revenues:	2,467,895.36	2,428,935.39	38,959.97	98.4%
Expenditures	Amt Budgeted	Expenditures	Remaining	
511 Legislative	24,500.00	23,873.23	626.77	97.4%
512 Judicial	59,950.00	56,915.45	3,034.55	94.9%
513 Executive	123,095.00	123,760.92	(665.92)	100.5%
514 Financial, Recording & Elections	126,387.17	104,999.14	21,388.03	83.1%
515 Legal Services	16,500.00	20,032.00	(3,532.00)	121.4%
517 Employee Benefit Programs	10,525.00	7,079.38	3,445.62	67.3%
518 Centralized Services	159,623.32	160,133.38	(510.06)	100.3%
521 Law Enforcement	213,228.07	211,094.91	2,133.16	99.0%
202 Fire Department	99,445.00	41,990.04	57,454.96	42.2%
203 Fire District 2	30,750.00	9,686.87	21,063.13	31.5%
522 Fire Control	130,195.00	51,676.91	78,518.09	39.7%
528 Dispatch Services	6,000.00	3,229.71	2,770.29	53.8%
551 Public Housing Services	92,758.20	92,758.20	0.00	100.0%
553 Conservation	500.00	443.70	56.30	88.7%
554 Environmental Services	0.00	0.00	0.00	0.0%
550 Building & Current Planning	87,500.00	64,783.20	22,716.80	74.0%

2022 BUDGET POSITION

City Of Stevenson

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001 General Expense Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
558 Planning & Community Devel				
560 Future Planning	114,480.00	88,048.44	26,431.56	76.9%
570 Economic Development	27,105.60	26,825.50	280.10	99.0%
558 Planning & Community Devel	229,085.60	179,657.14	49,428.46	78.4%
562 Public Health	10,000.00	10,000.00	0.00	100.0%
565 Welfare	10,000.00	10,000.00	0.00	100.0%
566 Substance Abuse	150.00	215.64	(65.64)	143.8%
573 Cultural & Community Activities	500.00	402.41	97.59	80.5%
576 Park Facilities	54,660.00	53,713.04	946.96	98.3%
580 Non Expenditures	0.00	(2,324.55)	2,324.55	0.0%
597 Interfund Transfers	25,000.00	25,000.00	0.00	100.0%
100 Unreserved	1,090,688.87	0.00	1,090,688.87	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	1,175,238.00	0.00	1,175,238.00	0.0%
Fund Expenditures:	2,467,895.36	1,132,660.61	1,335,234.75	45.9%
Fund Excess/(Deficit):	0.00	1,296,274.78		

2022 BUDGET POSITION

City Of Stevenson

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010 General Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	326,705.62	332,314.62	(5,609.00)	101.7%
360 Interest & Other Earnings	0.00	2,944.13	(2,944.13)	0.0%
Fund Revenues:	326,705.62	335,258.75	(8,553.13)	102.6%
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	335,258.75		

2022 BUDGET POSITION

City Of Stevenson

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020 Fire Reserve Fund		01/01/2022 To: 12/31/2022		
Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	1,589,616.67	1,607,765.44	(18,148.77)	101.1%
360 Interest & Other Earnings	0.00	17,820.69	(17,820.69)	0.0%
397 Interfund Transfers	25,000.00	25,000.00	0.00	100.0%
Fund Revenues:	1,614,616.67	1,650,586.13	(35,969.46)	102.2%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	1,614,616.67	0.00	1,614,616.67	0.0%
Fund Expenditures:	1,614,616.67	0.00	1,614,616.67	0.0%
Fund Excess/(Deficit):	0.00	1,650,586.13		

2022 BUDGET POSITION

City Of Stevenson

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030 ARPA		01/01/2022 To: 12/31/2022			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	223,677.00	223,677.00	0.00	100.0%	
330 Intergovernmental Revenues	223,676.00	223,676.00	0.00	100.0%	
Fund Revenues:	447,353.00	447,353.00	0.00	100.0%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
594 Capital Expenditures	150,000.00	149,040.00	960.00	99.4%	
999 Ending Balance	297,353.00	0.00	297,353.00	0.0%	
Fund Expenditures:	447,353.00	149,040.00	298,313.00	33.3%	
Fund Excess/(Deficit):	0.00	298,313.00			

2022 BUDGET POSITION

City Of Stevenson

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100 Street Fund		01/01/2022 To: 12/31/2022		
Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	316,457.10	316,457.10	0.00	100.0%
310 Taxes	465,000.00	516,441.22	(51,441.22)	111.1%
320 Licenses & Permits	600.00	950.00	(350.00)	158.3%
330 Intergovernmental Revenues	43,340.50	43,519.35	(178.85)	100.4%
360 Interest & Other Earnings	0.00	3,380.27	(3,380.27)	0.0%
390 Other Financing Sources	0.00	543.09	(543.09)	0.0%
397 Interfund Transfers	54,820.09	24,820.09	30,000.00	45.3%
Fund Revenues:	880,217.69	906,111.12	(25,893.43)	102.9%
Expenditures	Amt Budgeted	Expenditures	Remaining	
542 Streets - Maintenance	453,300.40	444,467.96	8,832.44	98.1%
543 Streets Admin & Overhead	119,835.00	97,250.99	22,584.01	81.2%
544 Road & Street Operations	0.00	3,950.00	(3,950.00)	0.0%
566 Substance Abuse	0.00	177.42	(177.42)	0.0%
594 Capital Expenditures	195,393.40	196,938.65	(1,545.25)	100.8%
597 Interfund Transfers	50,000.00	28,951.71	21,048.29	57.9%
999 Ending Balance	61,688.89	0.00	61,688.89	0.0%
Fund Expenditures:	880,217.69	771,736.73	108,480.96	87.7%
Fund Excess/(Deficit):	0.00	134,374.39		

2022 BUDGET POSITION

City Of Stevenson

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103 Tourism Promo & Develop Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	797,780.48	797,780.48	0.00	100.0%
310 Taxes	430,000.00	682,141.62	(252,141.62)	158.6%
360 Interest & Other Earnings	0.00	8,945.15	(8,945.15)	0.0%
Fund Revenues:	1,227,780.48	1,488,867.25	(261,086.77)	121.3%
Expenditures	Amt Budgeted	Expenditures	Remaining	
573 Cultural & Community Activities	411,771.70	349,326.95	62,444.75	84.8%
594 Capital Expenditures	230,000.00	5,834.93	224,165.07	2.5%
999 Ending Balance	586,008.78	0.00	586,008.78	0.0%
Fund Expenditures:	1,227,780.48	355,161.88	872,618.60	28.9%
Fund Excess/(Deficit):	0.00	1,133,705.37		

2022 BUDGET POSITION

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105 Affordable Housing Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	6,215.61	6,376.16	(160.55)	102.6%
310 Taxes	5,000.00	6,058.95	(1,058.95)	121.2%
Fund Revenues:	11,215.61	12,435.11	(1,219.50)	110.9%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	11,215.61	0.00	11,215.61	0.0%
Fund Expenditures:	11,215.61	0.00	11,215.61	0.0%
Fund Excess/(Deficit):	0.00	12,435.11		

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City Of Stevenson

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107 HEALing SCARS Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	0.00	0.00	0.00	0.0%
360 Interest & Other Earnings	10,190.57	10,190.57	0.00	100.0%
Fund Revenues:	10,190.57	10,190.57	0.00	100.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	10,190.57	0.00	10,190.57	0.0%
Fund Expenditures:	10,190.57	0.00	10,190.57	0.0%
Fund Excess/(Deficit):	0.00	10,190.57		

2022 BUDGET POSITION

City Of Stevenson

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300 Capital Improvement Fund		01/01/2022 To: 12/31/2022		
Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	107,273.57	151,803.99	(44,530.42)	141.5%
310 Taxes	20,000.00	56,054.79	(36,054.79)	280.3%
360 Interest & Other Earnings	0.00	2,331.42	(2,331.42)	0.0%
Fund Revenues:	127,273.57	210,190.20	(82,916.63)	165.1%
Expenditures	Amt Budgeted	Expenditures	Remaining	
597 Interfund Transfers	30,000.00	0.00	30,000.00	0.0%
999 Ending Balance	97,273.57	0.00	97,273.57	0.0%
Fund Expenditures:	127,273.57	0.00	127,273.57	0.0%
Fund Excess/(Deficit):	0.00	210,190.20		

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City Of Stevenson

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309 Russell Ave		01/01/2022 To: 12/31/2022	
Revenues	Amt Budgeted	Revenues	Remaining
330 Intergovernmental Revenues	24,820.09	24,820.09	0.00 100.0%
Fund Revenues:	24,820.09	24,820.09	0.00 100.0%
Expenditures	Amt Budgeted	Expenditures	Remaining
597 Interfund Transfers	24,820.09	24,820.09	0.00 100.0%
Fund Expenditures:	24,820.09	24,820.09	0.00 100.0%
Fund Excess/(Deficit):	0.00	0.00	

2022 BUDGET POSITION

City Of Stevenson

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311 First Street		01/01/2022 To: 12/31/2022		
Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	0.00	0.00	0.00	0.0%
330 Intergovernmental Revenues	0.00	0.00	0.00	0.0%
397 Interfund Transfers	50,000.00	28,951.71	21,048.29	57.9%
Fund Revenues:	50,000.00	28,951.71	21,048.29	57.9%
Expenditures	Amt Budgeted	Expenditures	Remaining	
594 Capital Expenditures	50,000.00	28,951.71	21,048.29	57.9%
999 Ending Balance	0.00	0.00	0.00	0.0%
Fund Expenditures:	50,000.00	28,951.71	21,048.29	57.9%
Fund Excess/(Deficit):	0.00	0.00		

2022 BUDGET POSITION

City Of Stevenson

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312 Columbia Ave 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
330 Intergovernmental Revenues	200,000.00	54,382.75	145,617.25	27.2%
Fund Revenues:	200,000.00	54,382.75	145,617.25	27.2%
Expenditures	Amt Budgeted	Expenditures	Remaining	
594 Capital Expenditures	200,000.00	90,465.23	109,534.77	45.2%
999 Ending Balance	0.00	0.00	0.00	0.0%
Fund Expenditures:	200,000.00	90,465.23	109,534.77	45.2%
Fund Excess/(Deficit):	0.00	(36,082.48)		

2022 BUDGET POSITION

City Of Stevenson

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400 Water/Sewer Fund		01/01/2022 To: 12/31/2022			
Revenues	Amt Budgeted	Revenues	Remaining		
400 Water/Sewer	647,754.95	647,754.95	0.00	100.0%	
401 Water	539,594.95	539,594.95	0.00	100.0%	
402 Sewer	431,097.47	481,088.84	(49,991.37)	111.6%	
308 Beginning Balances	1,618,447.37	1,668,438.74	(49,991.37)	103.1%	
330 Grants	562,947.38	562,947.38	0.00	100.0%	
343 Water	194,979.15	196,823.15	(1,844.00)	100.9%	
330 Intergovernmental Revenues	757,926.53	759,770.53	(1,844.00)	100.2%	
343 Water	678,600.00	876,955.85	(198,355.85)	129.2%	
344 Sewer	1,019,437.50	1,237,214.14	(217,776.64)	121.4%	
340 Charges For Goods & Services	1,698,037.50	2,114,169.99	(416,132.49)	124.5%	
343 Water	94,644.00	106,744.78	(12,100.78)	112.8%	
344 Sewer	86,590.92	116,572.32	(29,981.40)	134.6%	
400 Water/Sewer	4,000.00	22,216.76	(18,216.76)	555.4%	
360 Interest & Other Earnings	185,234.92	245,533.86	(60,298.94)	132.6%	
380 Non Revenues	0.00	0.00	0.00	0.0%	
Fund Revenues:	4,259,646.32	4,787,913.12	(528,266.80)	112.4%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
534 Water Utilities	734,004.72	574,192.76	159,811.96	78.2%	
535 Sewer	955,883.14	787,883.88	167,999.26	82.4%	
534 Water	60,970.90	93,924.22	(32,953.32)	154.0%	
535 Sewer	645,196.58	645,196.58	0.00	100.0%	
591 Debt Service	706,167.48	739,120.80	(32,953.32)	104.7%	
534 Water	291,500.00	18,430.50	273,069.50	6.3%	
535 Sewer	0.00	8,760.44	(8,760.44)	0.0%	
594 Capital Expenditures	291,500.00	27,190.94	264,309.06	9.3%	
597 Interfund Transfers	521,779.00	325,783.18	195,995.82	62.4%	
400 Water/Sewer	680,384.64	0.00	680,384.64	0.0%	
401 Water	352,238.95	0.00	352,238.95	0.0%	
402 Sewer	17,688.39	0.00	17,688.39	0.0%	
999 Ending Balance	1,050,311.98	0.00	1,050,311.98	0.0%	
Fund Expenditures:	4,259,646.32	2,454,171.56	1,805,474.76	57.6%	
Fund Excess/(Deficit):	0.00	2,333,741.56			

2022 BUDGET POSITION

City Of Stevenson

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406 Wastewater Short Lived Asset Res. Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	43,558.00	43,558.00	0.00	100.0%
397 Interfund Transfers	21,779.00	21,779.00	0.00	100.0%
Fund Revenues:	65,337.00	65,337.00	0.00	100.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
999 Ending Balance	65,337.00	0.00	65,337.00	0.0%
Fund Expenditures:	65,337.00	0.00	65,337.00	0.0%
Fund Excess/(Deficit):	0.00	65,337.00		

2022 BUDGET POSITION

City Of Stevenson

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408 Wastewater Debt Reserve Fund 01/01/2022 To: 12/31/2022

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		

2022 BUDGET POSITION

City Of Stevenson

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410 Wastewater System Upgrades 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
308 Beginning Balances	0.00	(194,712.15)	194,712.15	0.0%
330 Intergovernmental Revenues	1,733,656.00	1,783,025.47	(49,369.47)	102.8%
390 Other Financing Sources	8,433,414.00	2,902,589.18	5,530,824.82	34.4%
397 Interfund Transfers	500,000.00	304,004.18	195,995.82	60.8%
Fund Revenues:	10,667,070.00	4,794,906.68	5,872,163.32	45.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
592 Debt Service - Interest Costs	0.00	905.02	(905.02)	0.0%
594 Capital Expenditures	10,667,070.00	5,595,878.94	5,071,191.06	52.5%
999 Ending Balance	0.00	0.00	0.00	0.0%
Fund Expenditures:	10,667,070.00	5,596,783.96	5,070,286.04	52.5%
Fund Excess/(Deficit):	0.00	(801,877.28)		

2022 BUDGET POSITION

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500 Equipment Service Fund		01/01/2022 To: 12/31/2022			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	203,766.89	203,766.89	0.00	100.0%	
340 Charges For Goods & Services	125,000.00	183,692.78	(58,692.78)	147.0%	
360 Interest & Other Earnings	0.00	2,229.04	(2,229.04)	0.0%	
390 Other Financing Sources	0.00	13,852.50	(13,852.50)	0.0%	
Fund Revenues:	328,766.89	403,541.21	(74,774.32)	122.7%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
548 Public Works - Centralized Services	143,408.17	116,223.55	27,184.62	81.0%	
594 Capital Expenditures	150,000.00	108,372.05	41,627.95	72.2%	
999 Ending Balance	35,358.72	0.00	35,358.72	0.0%	
Fund Expenditures:	328,766.89	224,595.60	104,171.29	68.3%	
Fund Excess/(Deficit):	0.00	178,945.61			

2022 BUDGET POSITION

City Of Stevenson

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630 Stevenson Municipal Court		01/01/2022 To: 12/31/2022			
Revenues	Amt Budgeted	Revenues	Remaining		
308 Beginning Balances	0.00	0.00	0.00	0.0%	
380 Non Revenues	0.00	8,247.43	(8,247.43)	0.0%	
Fund Revenues:	0.00	8,247.43	(8,247.43)	0.0%	
Expenditures	Amt Budgeted	Expenditures	Remaining		
580 Non Expenditures	0.00	8,247.43	(8,247.43)	0.0%	
999 Ending Balance	0.00	0.00	0.00	0.0%	
Fund Expenditures:	0.00	8,247.43	(8,247.43)	0.0%	
Fund Excess/(Deficit):	0.00	0.00			

2022 BUDGET POSITION TOTALS

City Of Stevenson

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Fund	Revenue Budgeted	Received		Expense Budgeted	Spent	
001 General Expense Fund	2,467,895.36	2,428,935.39	98.4%	2,467,895.36	1,132,660.61	46%
010 General Reserve Fund	326,705.62	335,258.75	102.6%	326,705.62	0.00	0%
020 Fire Reserve Fund	1,614,616.67	1,650,586.13	102.2%	1,614,616.67	0.00	0%
030 ARPA	447,353.00	447,353.00	100.0%	447,353.00	149,040.00	33%
100 Street Fund	880,217.69	906,111.12	102.9%	880,217.69	771,736.73	88%
103 Tourism Promo & Develop Fund	1,227,780.48	1,488,867.25	121.3%	1,227,780.48	355,161.88	29%
105 Affordable Housing Fund	11,215.61	12,435.11	110.9%	11,215.61	0.00	0%
107 HEALing SCARS Fund	10,190.57	10,190.57	100.0%	10,190.57	0.00	0%
300 Capital Improvement Fund	127,273.57	210,190.20	165.1%	127,273.57	0.00	0%
309 Russell Ave	24,820.09	24,820.09	100.0%	24,820.09	24,820.09	100%
311 First Street	50,000.00	28,951.71	57.9%	50,000.00	28,951.71	58%
312 Columbia Ave	200,000.00	54,382.75	27.2%	200,000.00	90,465.23	45%
400 Water/Sewer Fund	4,259,646.32	4,787,913.12	112.4%	4,259,646.32	2,454,171.56	58%
406 Wastewater Short Lived Asset Res	65,337.00	65,337.00	100.0%	65,337.00	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	10,667,070.00	4,794,906.68	45.0%	10,667,070.00	5,596,783.96	52%
500 Equipment Service Fund	328,766.89	403,541.21	122.7%	328,766.89	224,595.60	68%
630 Stevenson Municipal Court	0.00	8,247.43	0.0%	0.00	8,247.43	0%
	22,770,079.87	17,719,218.51	77.8%	22,770,079.87	10,836,634.80	47.6%

TREASURER'S REPORT

Fund Totals

City Of Stevenson

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12/01/2022 To: 12/31/2022

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Fund	Previous Balance	Revenue	Expenditures	Ending Balance	Claims Clearing	Payroll Clearing	Outstanding Deposits	Adjusted Ending Balance
001 General Expense Fund	1,360,722.61	80,289.82	144,737.65	1,296,274.78	14,868.85	10,525.38	-18.40	1,321,650.61
010 General Reserve Fund	334,830.67	428.08		335,258.75	0.00	0.00	0.00	335,258.75
020 Fire Reserve Fund	1,622,139.10	28,447.03		1,650,586.13	0.00	0.00	0.00	1,650,586.13
030 ARPA	298,313.00	0.00		298,313.00	0.00	0.00	0.00	298,313.00
100 Street Fund	200,461.78	59,795.91	125,883.30	134,374.39	46,693.27	5,734.91	-48.05	186,754.52
103 Tourism Promo & Develop Fund	1,144,424.45	63,357.88	74,076.96	1,133,705.37	38,571.09	30.06	-3.21	1,172,303.31
105 Affordable Housing Fund	11,789.47	645.64		12,435.11	0.00	0.00	0.00	12,435.11
107 HEALing SCARS Fund	0.00	10,190.57		10,190.57	0.00	0.00	0.00	10,190.57
300 Capital Improvement Fund	207,516.63	2,673.57		210,190.20	0.00	0.00	0.00	210,190.20
312 Columbia Ave	-26,154.00	26,154.00	36,082.48	-36,082.48	0.00	0.00	0.00	-36,082.48
400 Water/Sewer Fund	2,309,494.27	755,904.80	731,657.51	2,333,741.56	46,975.42	5,586.41	-493.78	2,385,809.61
406 Wastewater Short Lived Asset Res. Fund	43,558.00	21,779.00		65,337.00	0.00	0.00	0.00	65,337.00
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	-881,865.09	843,971.59	763,983.78	-801,877.28	3,813.34	0.00	0.00	-798,063.94
500 Equipment Service Fund	164,576.68	25,052.78	10,683.85	178,945.61	2,632.89	918.78	-22.15	182,475.13
630 Stevenson Municipal Court	0.00	68.16	68.16	0.00	0.00	0.00	0.00	0.00
	6,850,998.57	1,918,758.83	1,887,173.69	6,882,583.71	153,554.86	22,795.54	-585.59	7,058,348.52

TREASURER'S REPORT

Account Totals

City Of Stevenson

12/01/2022 To: 12/31/2022

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Cash Accounts		Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
1	Checking	789,171.54	1,218,919.44	1,239,632.38	768,458.60	-585.59	176,350.40	944,223.41
10	Xpress Bill Pay	27,071.42	37,887.76	0.00	64,959.18	0.00	0.00	64,959.18
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
Total Cash:		816,742.96	1,256,807.20	1,239,632.38	833,917.78	-585.59	176,350.40	1,009,682.59
Investment Accounts		Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
5	LGIP	4,118,791.06	14,410.32	0.00	4,133,201.38	0.00	0.00	4,133,201.38
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:		6,034,255.61	14,410.32	0.00	6,048,665.93	0.00	0.00	6,048,665.93
		6,850,998.57	1,271,217.52	1,239,632.38	6,882,583.71	-585.59	176,350.40	7,058,348.52

TREASURER'S REPORT
Fund Investments By Account

City Of Stevenson

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12/01/2022 To: 12/31/2022

Fund Totals:	Previous Balance	Purchases	Interest	Total Investments	Liquidated	Ending Balance
001 000 General Expense Fund	560,766.36		1,961.94	1,961.94		562,728.30
010 000 General Reserve Fund	122,354.18		428.08	428.08		122,782.26
020 000 Fire Reserve Fund	985,237.37		3,447.03	3,447.03		988,684.40
100 000 Street Fund	170,875.06		597.84	597.84		171,472.90
103 000 Tourism Promo & Develop Fund	473,087.12		1,655.18	1,655.18		474,742.30
300 000 Capital Improvement Fund	173,831.53		608.18	608.18		174,439.71
400 000 Water/Sewer Fund	1,502,187.06		5,255.67	5,255.67		1,507,442.73
500 000 Equipment Service Fund	130,452.38		456.40	456.40		130,908.78
5 - LGIP	4,118,791.06	0.00	14,410.32	14,410.32		4,133,201.38
001 000 General Expense Fund	426,045.00					426,045.00
010 000 General Reserve Fund	211,908.38					211,908.38
020 000 Fire Reserve Fund	635,725.10					635,725.10
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	1,915,464.55	0.00	0.00			1,915,464.55
	6,034,255.61	0.00	14,410.32	14,410.32		6,048,665.93

TREASURER'S REPORT

Fund Investment Totals

City Of Stevenson

12/01/2022 To: 12/31/2022

Time: 08:21:10 Date: 01/13/2023

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Fund Totals:	Previous Balance	Purchases	Interest	Ttl Investments	Liquidated	Investment Bal	Available Cash
001 General Expense Fund	986,811.36		1,961.94	1,961.94		988,773.30	307,501.48
010 General Reserve Fund	334,262.56		428.08	428.08		334,690.64	568.11
020 Fire Reserve Fund	1,620,962.47		3,447.03	3,447.03		1,624,409.50	26,176.63
030 ARPA						0.00	298,313.00
100 Street Fund	170,875.06		597.84	597.84		171,472.90	-37,098.51
103 Tourism Promo & Develop Fund	793,504.81		1,655.18	1,655.18		795,159.99	338,545.38
105 Affordable Housing Fund						0.00	12,435.11
107 HEALing SCARS Fund						0.00	10,190.57
300 Capital Improvement Fund	199,380.66		608.18	608.18		199,988.84	10,201.36
312 Columbia Ave						0.00	-36,082.48
400 Water/Sewer Fund	1,787,787.63		5,255.67	5,255.67		1,793,043.30	540,698.26
406 Wastewater Short Lived Asset Res. Fund						0.00	65,337.00
408 Wastewater Debt Reserve Fund						0.00	61,191.00
410 Wastewater System Upgrades						0.00	-801,877.28
500 Equipment Service Fund	140,671.06		456.40	456.40		141,127.46	37,818.15
	<u>6,034,255.61</u>		<u>14,410.32</u>	<u>14,410.32</u>		<u>6,048,665.93</u>	<u>833,917.78</u>

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

6,882,583.71

TREASURER'S REPORT

Outstanding Vouchers

12/01/2022 To: 12/31/2022

As Of: 12/31/2022 Date: 01/13/2023

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City Of Stevenson

Year	Trans#	Date	Type	Acct#	War#	Vendor	Amount	Memo
2022	3292	12/29/2022	Util Pay	1		Xpress Billpay	266.21	Xpress Import - CC - 12-29-2022_daily_batch.csv
2022	3324	12/30/2022	Tr Rec	1		Gordon Rosander	319.38	December 2022 Reimbursement
Receipts Outstanding:							585.59	
2022	3289	12/31/2022	Payroll	1	EFT	State of WA Dept of Social & Health Serv	829.30	Pay Cycle(s) 12/31/2022 To 12/31/2022 - WA Child Support
2022	3285	12/31/2022	Payroll	1	EFT	Colonial Life	110.97	Pay Cycle(s) 12/31/2022 To 12/31/2022 - Disability; Pay Cycle(s) 12/31/2022 To 12/31/2022 - Life Insurance
2022	3286	12/31/2022	Payroll	1	EFT	Department of Retirement Systems	13,573.88	Pay Cycle(s) 12/31/2022 To 12/31/2022 - PERS2; Pay Cycle(s) 12/31/2022 To 12/31/2022 - DCP
2022	3288	12/31/2022	Payroll	1	EFT	HRA VEBA Trust Contributions	500.00	Pay Cycle(s) 12/31/2022 To 12/31/2022 - HRA VEBA
2022	3293	12/31/2022	Claims	1	EFT	Kenneth B Woodrich PC	2,014.00	December 2022 Statement
2021	3014	12/12/2021	Payroll	1	15591	Chelsey M Farris	134.83	2021 Volunteer FF Pay
2022	1564	06/30/2022	Payroll	1	16098	Michael D Johnson	137.86	PP 06.01.22-06.30.22
2022	1995	08/11/2022	Claims	1	16216	Skamania County Prosecutor	1,333.00	August 2022 Remittance
2022	2547	10/12/2022	Claims	1	16359	SCSD Swimming Pool	1,359.63	1079.0 - 330 NW GROPPER ROAD
2022	2717	10/28/2022	Payroll	1	16406	Mark W Tittle	1,109.49	MT Seperation PERS2 W/H payout
2022	2886	11/17/2022	Claims	1	16451	Skamania County Prosecutor	1,333.00	November 2022 Remittance
2022	3065	12/08/2022	Payroll	1	16483	Pehr F Collins	225.33	2022 Volunteer FF Pay
2022	3069	12/08/2022	Payroll	1	16486	Chelsey M Farris	55.41	2022 Volunteer FF Pay
2022	3070	12/08/2022	Payroll	1	16487	Douglas F Farris	88.66	2022 Volunteer FF Pay
2022	3076	12/08/2022	Payroll	1	16491	Adam M Johnston	138.52	2022 Volunteer FF Pay
2022	3077	12/08/2022	Payroll	1	16492	Jacob Ledesma	151.45	2022 Volunteer FF Pay
2022	3084	12/08/2022	Payroll	1	16497	Andrew Taylor	312.14	2022 Volunteer FF Pay
2022	3152	12/15/2022	Claims	1	16516	Gordon Rosander	123.99	Boot Reimbursement
2022	3154	12/15/2022	Claims	1	16518	Grayling Engineers	4,752.00	2022 Waterline Replacements
2022	3171	12/15/2022	Claims	1	16535	Skamania County Prosecutor	1,333.00	December 2022 Remittance
2022	3174	12/15/2022	Claims	1	16538	Carolyn Sourek	87.00	Reimbursement for IACC Conference
2022	3180	12/15/2022	Claims	1	16544	US Bank Safekeeping	30.00	November 2022 US Bank Safekeeping Fees
2022	3183	12/15/2022	Claims	1	16547	USA Bluebook	634.22	4" Check Valves
2022	3273	12/31/2022	Payroll	1	16554	Michael D Johnson	275.73	PP 12.01.22-12.31.22
2022	3275	12/31/2022	Payroll	1	16555	Kristy A McCaskell	275.73	PP 12.01.22-12.31.22
2022	3281	12/31/2022	Payroll	1	16556	Carson J Whitney	4,487.93	PP 12.01.22-12.31.22
2022	3290	12/31/2022	Payroll	1	16557	City of Stevenson	319.38	Pay Cycle(s) 12/31/2022 To 12/31/2022 - City Payback
2022	3291	12/31/2022	Payroll	1	16558	WGAP Washington Gorge Action Program	68.93	Pay Cycle(s) 12/31/2022 To 12/31/2022 - Food Bank

TREASURER'S REPORT

Outstanding Vouchers

12/01/2022 To: 12/31/2022

As Of: 12/31/2022 Date: 01/13/2023

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City Of Stevenson

Year	Trans#	Date	Type	Acct#	War#	Vendor	Amount	Memo
2022	3294	12/31/2022	Claims	1	16559	Avista Utilities	1,574.77	December 2022 Statement
2022	3295	12/31/2022	Claims	1	16560	BSK Associates	2,354.50	December 2022 Statement; December 2022 Statement
2022	3296	12/31/2022	Claims	1	16561	Cascade Columbia Distribution	1,469.64	Chemicals for WTP; Container Deposit Refunds for WTP; Chemicals for WTP
2022	3297	12/31/2022	Claims	1	16562	Centurylink Comm Inc	45.96	December 2022 WWTP Long Distance
2022	3298	12/31/2022	Claims	1	16563	Cessco, Inc.	349.85	Hose & Fittings; Sewer Pump & Hose Cleaning
2022	3299	12/31/2022	Claims	1	16564	Chemtrac Systems Inc	19,750.00	Water Treatment Plant Supplies
2022	3300	12/31/2022	Claims	1	16565	City of Stevenson	3,537.48	December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement;;
2022	3301	12/31/2022	Claims	1	16566	Class 5	288.58	January 2023 Fax Service; January 2023 Monthly Phone Service
2022	3302	12/31/2022	Claims	1	16567	Coburn Electric Inc	758.21	Troubleshoot Lift Station; Troubleshoot RAS Pump - Labor
2022	3303	12/31/2022	Claims	1	16568	Denali Water Solutions LLC	9,673.91	November 2022 Sludge Hauling
2022	3304	12/31/2022	Claims	1	16569	Gorge Auto Parts Inc	1,354.36	December 2022 Statement
2022	3305	12/31/2022	Claims	1	16570	Gorge Networks Inc	96.12	January 2022 WTP Broadband
2022	3306	12/31/2022	Claims	1	16571	Grainger	408.67	Lab Chair
2022	3307	12/31/2022	Claims	1	16572	Gregory Scott Cheney	1,202.50	December 2022 Statement
2022	3308	12/31/2022	Claims	1	16573	Hach Company, Inc	2,252.05	Microscope for WWTP Lab
2022	3309	12/31/2022	Claims	1	16574	Josephine C Townsend PLLC	1,809.00	December 2022 Statement
2022	3310	12/31/2022	Claims	1	16575	Les Schwab Tire Center	571.18	Tire Chains for Dump Truck
2022	3311	12/31/2022	Claims	1	16576	NorthShore Medical Group	134.00	DOT Physical - Bill Sexton
2022	3312	12/31/2022	Claims	1	16577	PUD No 1 of Skamania County	2,312.11	December 2022 Statement; December 2022 Statement; December 2022 Statement
2022	3313	12/31/2022	Claims	1	16578	Petty Cash	201.78	December 2022 Statement
2022	3314	12/31/2022	Claims	1	16579	QCL Inc	113.00	Random Drug/Alcohol Test - Gordy
2022	3315	12/31/2022	Claims	1	16580	Skamania County Chamber of Commerce	19,597.54	December 2022 Statement
2022	3316	12/31/2022	Claims	1	16581	Skamania County Community Events & Recre	18,973.55	Fireworks/Big River Blues Band; Community Events Reimbursement
2022	3317	12/31/2022	Claims	1	16582	Skamania County Community Health	85.00	Hep B for Carson Whitney
2022	3318	12/31/2022	Claims	1	16583	Skamania County Department of Public Wor	44,453.30	Lotz Road Paving; Iman Cemetery Road Paving
2022	3319	12/31/2022	Claims	1	16584	Skamania Lawyer PLLC	635.00	December 2022 Statement
2022	3320	12/31/2022	Claims	1	16585	State Auditor's Office	3,390.12	2021 Financial Audit

TREASURER'S REPORT

Outstanding Vouchers

12/01/2022 To: 12/31/2022

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City Of Stevenson

Year	Trans#	Date	Type	Acct#	War#	Vendor	Amount	Memo
2022	3321	12/31/2022	Claims	1	16586	Timothy Charles Shell	1,360.00	December 2022 Statement
2022	3322	12/31/2022	Claims	1	16587	USA Bluebook	1,786.68	Nalgene Desiccator Cabinet for WWTP Lab; 4" Check Valves
2022	3323	12/31/2022	Claims	1	16588	Wave Broadband	16.16	Remote for Cable
							176,350.40	

Fund	Claims	Payroll	Total
001 General Expense Fund	14,868.85	10,525.38	25,394.23
100 Street Fund	46,693.27	5,734.91	52,428.18
103 Tourism Promo & Develop Fund	38,571.09	30.06	38,601.15
400 Water/Sewer Fund	46,975.42	5,586.41	52,561.83
410 Wastewater System Upgrades	3,813.34	0.00	3,813.34
500 Equipment Service Fund	2,632.89	918.78	3,551.67
	153,554.86	22,795.54	176,350.40

TREASURER'S REPORT

Signature Page

City Of Stevenson

12/01/2022 To: 12/31/2022

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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

Contracts and/or Change Orders awarded above \$10,000
from December 15th thru January 13th

Date	Contractor	Amount	Total Contract	Description of service
12/15/2022	Crestline Construction	32,124.21	2,326,407.84	CO #10 for the Collection System Improvement Project. Changes are for 12" force main fittings due to alignment changes, unknown laterals and additional bypassing work.
12/19/2022	Crestline Construction	16,348.86	16,348.86	Small Works Contract rather than CO #11 for the Collection System Improvement Project as suggested by USDA. Work is for installation of rock armor along the west bank of Rock Creek to protect the newly constructed force main suport.
1/5/2023	ADS Environmental Services	11,927.00	11,927.00	Monitoring the sewer flow along the Cascade Avenue gravity line to confirm size and capacity.
1/10/2023	Stellar J	39,104.79	10,468,684.39	CO #5 Support the concrete-encased duct bank run around the plant drain pump station during excavation work, preventing damage to the conduit and conductors within this duct bank run.

Southwest Washington Regional Transportation Council

Annual Report 2022



1 Projects Funded

2022 Grants and Investment Program

RTC administers the largest transportation system grant program in Clark County. Over the past ten years, RTC has awarded over \$128 million in grants. In 2022, through RTC, approximately \$28.2 million in federal grants were awarded to 24 projects (project list p. 2). These RTC grant funds will help build the region's priority transportation systems.

4-Year Regional Investment Program

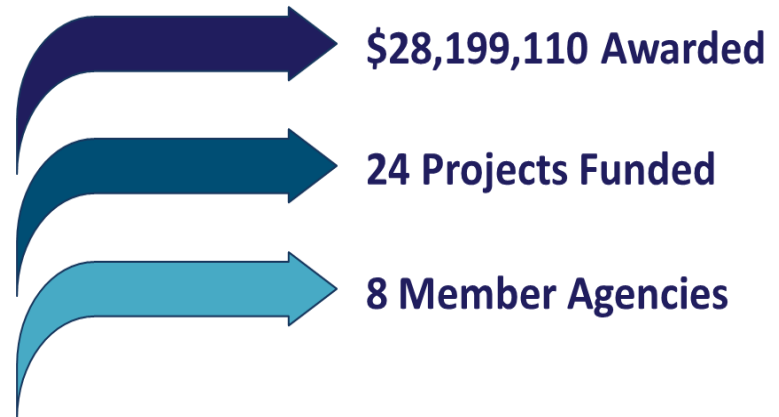
The RTC Board of Directors adopted the **2023-2026 Transportation Improvement Program** in October 2022. The four-year program anticipates \$512 million in multi-modal transportation system investments for 79 regionally significant projects.

Executive Director's Reflection

YR 2022 concludes with RTC delivering the largest grant portfolio in the agency's history. Over \$28 million were awarded through RTC's core grant programs, and an additional \$3.3 million was secured as part of the multi-agency local road safety planning initiative. The funding makes investments along key regional arterial upgrades, bus rapid transit lines, and road safety; and it advances regional corridor investment and system performance targets.

RTC spent considerable effort in updating the three-county region's *Public Transit/Human Services Transportation Plans* and advanced a series of *Freight* system projects and corridor priority recommendations. In addition, RTC and partners contributed to major bi-state bridge replacement project initiatives for the I-5 and the Hood River/White Salmon bridges.

Looking forward, RTC will be fully engaged with partners throughout 2023 for a priority update to each Regional Transportation Plan within the three-county region.



Regional Projects Moving Forward

RTC member agencies celebrated the start of construction on several regionally significant projects that will improve safety, expand multimodal networks, and reduce congestion. These projects include:

- ⇒ [SE 1st Street](#)
- ⇒ [NE 99th Street](#)
- ⇒ [SR 502/SR 503 Intersection](#)
- ⇒ [SR 14, I-205 to 162nd Av.](#)

(Click links to access complete project information.)

Local Road Safety Planning

RTC partnered with five member agencies to fund and convene City Safety Plan studies for the cities of **Battle Ground**, **Camas**, **La Center**, **Ridgefield**, and **Washougal**. Plans were completed in February, and grant requests were submitted in March. In August, WSDOT awarded **\$3,384,000** to improve safety in these cities.

Agency	Project	Amount
Battle Ground	NW 20th Av./ NW 9th St.	\$508,000
Camas	Horizontal Curve Safety	\$360,000
La Center	Horizontal Curve Safety	\$880,000
Ridgefield	Horizontal Curve Safety	\$360,000
Ridgefield	S 11th St. and S Timm Rd.	\$380,000
Washougal	32nd St., Addy St. to Stiles Rd.	\$896,000
Total		\$3,384,000

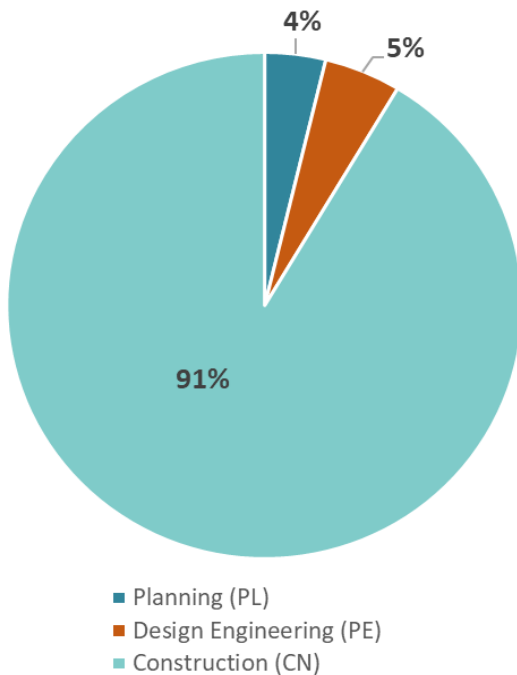


S 11th St. at S Timm Rd., Ridgefield



32nd St. at K St., Washougal

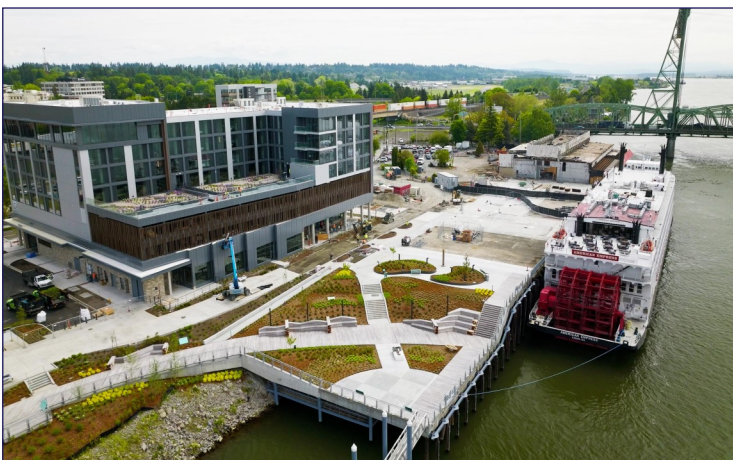
2022 RTC Grant Awards



2022 RTC Grant Awards — Projects

Agency	Project	Amount
Battle Ground	SE Grace Av., Main to Rasmussenn (CN)	\$1,900,000
Battle Ground	SR 502/SR 503 Right Turn Lanes (CN)	\$2,091,688
Battle Ground	Small Cities ATMS (CN)	\$132,992
Camas	NW 38th Av., Parker to Grass Valley Pk. (CN)	\$663,100
Clark County	NE 152nd Av, Padden to 99th St. (CN)	\$500,000
Clark County	NE 152nd Av., Padden to 99th St. (CN)	\$1,000,000
Clark County	NE 15th Av., 179th St. to 10th Av. (CN)	\$2,000,000
Clark County	NE 119th St./NE 152nd Av. Roundabout (CN)	\$395,000
Clark County	NE 99th Street, 94th Av. to 117th Av. (CN)	\$5,950,000
Clark County	Hazel Dell Sidewalk (CN)	\$647,330
C-TRAN	Highway 99 Bus Rapid Transit (BRT) (CN)	\$3,350,000
La Center	4th Street Widening/Breezee Cr. Culvert (CN)	\$955,000
Multi-Agency	Strategic Regional Partnership Planning (PL)	\$100,000
Port Vancouver	Renaissance Trail Segment 5 (PE)	\$315,000
RTC	RTC Program Support (PL)	\$915,000
RTC	RTC Program Support (PL)	\$60,000
Vancouver	NE 137th Av., 49th St. to Fourth Plain (CN)	\$1,000,000
Vancouver	NE 192nd Av., NE 18th St. to SE 1st St. (PE)	\$750,000
Vancouver	SE 34th St., 162nd Av. to City Limits (CN)	\$500,000
Vancouver	SE 1st Street, 164th Av. to 177th Av. (CN)	\$3,950,000
Washougal	S 27th Street Shared Use Path (PE)	\$224,000
WSDOT	I-205 NB @ Mill Plain Ramp Meter (CN)	\$100,000
WSDOT	SR 500, I-5 at 39th St. Connection (PE)	\$65,000
WSDOT	SR 500, I-5 at 39th St. Connection (CN)	\$635,000
Total		\$28,100,110

(PL)=Planning, (PE)=Engineering, (CN)=Construction



Renaissance Trail at Terminal 1 Landing

2 Special Program



Vancouver Waterfront Trail

Coordinated Public Transit – Human Services

Transportation Plan—2022 Update — The 2022 Update to the RTC region’s Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) was completed in November 2022, concluding months of community outreach, surveys, and planning.

Development of an HSTP for the region meets federal and state laws to address special transportation needs, including those of seniors, the young, people with disabilities, those with low income, and rural residents unable to provide their own transportation; it is updated every four years.

Despite the pandemic, RTC staff organized a community survey, held several open houses, and sought input from the Vancouver Neighborhood Traffic Safety Alliance, Clark County Commission on Aging, and the C-TRAN Citizens' Advisory Committee as part of the required public outreach.

Following adoption of the CPT-HSTP update, planning will continue; and ranking of project applications submitted for the WSDOT Consolidated Grant Program concludes early 2023.

Walkability/Movability Action Institute (WAI) — In 2022 a six-member, interdisciplinary Clark County team was selected to participate in a [Walkability/Movability Action Institute \(WAI\)](#) training in Olympia, with a design to support active transportation planning in this region. During the training, the Clark County Team devised and submitted a Team Action Plan (TAP) to the National Association of Chronic Disease Directors and the Washington Department of Health.

Clark County's TAP included three overarching goals: (1) aligning transportation and public health agencies to achieve a more walkable/movable/bikeable Clark County; (2) ensuring that implementable policies are in place to support a more walkable/bikeable/moveable Clark County; and (3) increasing opportunities for walking in Clark County, with a focus on developing/evolving urban centers, primary transit corridors, and equity focus areas.

The Clark County Team has already started to implement the action steps identified in its TAP.

3 Plan Update



Mt. Adams Transit

Columbia River Bridge Replacements — Bi-state partners achieved significant milestones to replace two aging bi-state bridges. The Interstate-5 Bridge Replacement project secured regional endorsement of a *Modified-Locally Preferred Alternative* and commitment of \$1 billion in construction funds; and the Hood River/White Salmon Bridge Replacement project secured commitment of over \$80 million toward construction and is nearing completion of the *Final EIS* studies. State, regional, and local officials committed significant energy toward advancing these priority bi-state projects.

4 Major Projects



I-5 Bridge



Legislative briefing at Hood River/White Salmon Bridge

WE ARE the

Southwest Washington Regional Transportation Council



CHECK REGISTER

City Of Stevenson

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
94	01/19/2023	Claims	1	EFT	Environmental Dynamics International	51,380.00	Fine Bubble Diffusers for WWTP
95	01/19/2023	Claims	1	16620	Aerzen USA Corp	47,464.46	Blowers for WWTP
96	01/19/2023	Claims	1	16621	American Public Works Association	254.00	Membership-Carolyn
97	01/19/2023	Claims	1	16622	Association of WA Cities	969.00	2023 AWC City Membership
98	01/19/2023	Claims	1	16623	Board For Volunteer Firefighters	1,680.00	2023 Pension Payment
99	01/19/2023	Claims	1	16624	CenturyLink	151.64	January 2023 WWTP Phone Service; January 2023 Kanaka Creek Transfer Station
100	01/19/2023	Claims	1	16625	Class 5	288.58	February 2023 Monthly Phone Service; February 2023 Fax Service
101	01/19/2023	Claims	1	16626	ClearGov Inc	7,969.80	ClearGov Digital Budget Book Suite
102	01/19/2023	Claims	1	16627	DeVaul Publishing	39.20	Legal Ad-Notice of Special Meeting
103	01/19/2023	Claims	1	16628	Department of Ecology-Cashiering Unit	67.00	WWTP Operator Certification-Carolyn
104	01/19/2023	Claims	1	16629	Driver Records-Department of Licensing	15.00	Driving Record Request-Carson Whitney
105	01/19/2023	Claims	1	16630	Evergreen Rural Water of Washington	353.60	2023 Annual Membership
106	01/19/2023	Claims	1	16631	Office of State Treasurer-Cash Mgmt Di	515.29	January 2023 Remittance
107	01/19/2023	Claims	1	16632	Petty Cash	206.50	January 2023 Statement
108	01/19/2023	Claims	1	16633	QCL Inc	108.00	2023 Annual Program Renewal
109	01/19/2023	Claims	1	16634	RADCOMP Technologies	2,695.49	January 2023 Monthly Billing
110	01/19/2023	Claims	1	16635	RTC SW Regional Transportation Co	800.00	2023 Member Contributions
111	01/19/2023	Claims	1	16636	SBRK Finance Holdings Inc	17,589.88	2023 Annual Subscription
112	01/19/2023	Claims	1	16637	Scott Anderson	184.38	Mileage Reimbursement-AWC Members Exchange
113	01/19/2023	Claims	1	16638	William Sexton	132.96	Piping System for Truck Haul Out
114	01/19/2023	Claims	1	16639	Skamania County Chamber of Commerce	400.00	2023 Annual Membership Dues
115	01/19/2023	Claims	1	16640	Skamania County Community Health	85.00	Hep B for Carson Whitney
116	01/19/2023	Claims	1	16641	Skamania County Probation	101.62	December 2022 Probation Costs (Received Funds in January Remittance)
117	01/19/2023	Claims	1	16642	Skamania County Prosecutor	1,500.00	January 2023 Remittance
118	01/19/2023	Claims	1	16643	Skamania County Treasurer	18,483.08	January 2023 Remittance; January 2023 Remittance
119	01/19/2023	Claims	1	16644	Trojan Technologies Inc	146,633.55	UV Light System for WWTP
120	01/19/2023	Claims	1	16645	US Bank Voyager Fleet Systems	179.95	January 2023 Statement-Partial
121	01/19/2023	Claims	1	16646	US Bank	1,779.93	January 2023 Card #1 Partial Statement; January 2023 Card #2 Partial Statement
122	01/19/2023	Claims	1	16647	Washington Cities Insurance Authority	101,553.00	Liability/Program Assessment for 2023
123	01/19/2023	Claims	1	16648	Wave Broadband	286.15	January 2023 City Hall Internet; January 2023 Firehall Internet; January 2023 WWTP Services

001 General Expense Fund
 100 Street Fund
 103 Tourism Promo & Develop Fund

67,943.15
 11,898.60
 134.77

CHECK REGISTER

City Of Stevenson

Time: 17:48:37 Date: 01/18/2023

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
		400 Water/Sewer Fund				70,112.05	
		410 Wastewater System Upgrades				245,478.01	
		500 Equipment Service Fund				7,776.11	
		630 Stevenson Municipal Court				524.37	
						403,867.06	Claims: 403,867.06

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)

CHECK REGISTER

City Of Stevenson

Time: 17:48:00 Date: 01/18/2023

12/16/2022 To: 12/31/2022

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3293	12/31/2022	Claims	1	EFT	Kenneth B Woodrich PC	2,014.00	December 2022 Statement
3338	12/31/2022	Claims	1	EFT	Department of Revenue	7,846.17	December 2022 Taxes & Sales Tax
3294	12/31/2022	Claims	1	16559	Avista Utilities	1,574.77	December 2022 Statement
3295	12/31/2022	Claims	1	16560	BSK Associates	2,354.50	December 2022 Statement; December 2022 Statement
3296	12/31/2022	Claims	1	16561	Cascade Columbia Distribution	1,469.64	Chemicals for WTP; Container Deposit Refunds for WTP; Chemicals for WTP
3297	12/31/2022	Claims	1	16562	Centurylink Comm Inc	45.96	December 2022 WWTP Long Distance
3298	12/31/2022	Claims	1	16563	Cessco, Inc.	349.85	Hose & Fittings; Sewer Pump & Hose Cleaning
3299	12/31/2022	Claims	1	16564	Chemtrac Systems Inc	19,750.00	Water Treatment Plant Supplies
3300	12/31/2022	Claims	1	16565	City of Stevenson	3,537.48	December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement;
3301	12/31/2022	Claims	1	16566	Class 5	288.58	January 2023 Fax Service; January 2023 Monthly Phone Service
3302	12/31/2022	Claims	1	16567	Coburn Electric Inc	758.21	Troubleshoot Lift Station; Troubleshoot RAS Pump - Labor
3303	12/31/2022	Claims	1	16568	Denali Water Solutions LLC	9,673.91	November 2022 Sludge Hauling
3304	12/31/2022	Claims	1	16569	Gorge Auto Parts Inc	1,354.36	December 2022 Statement
3305	12/31/2022	Claims	1	16570	Gorge Networks Inc	96.12	January 2022 WTP Broadband
3306	12/31/2022	Claims	1	16571	Grainger	408.67	Lab Chair
3307	12/31/2022	Claims	1	16572	Gregory Scott Cheney	1,202.50	December 2022 Statement
3308	12/31/2022	Claims	1	16573	Hach Company, Inc	2,252.05	Microscope for WWTP Lab
3309	12/31/2022	Claims	1	16574	Josephine C Townsend PLLC	1,809.00	December 2022 Statement
3310	12/31/2022	Claims	1	16575	Les Schwab Tire Center	571.18	Tire Chains for Dump Truck
3311	12/31/2022	Claims	1	16576	NorthShore Medical Group	134.00	DOT Physical - Bill Sexton
3312	12/31/2022	Claims	1	16577	PUD No 1 of Skamania County	2,312.11	December 2022 Statement; December 2022 Statement; December 2022 Statement
3313	12/31/2022	Claims	1	16578	Petty Cash	201.78	December 2022 Statement
3314	12/31/2022	Claims	1	16579	QCL Inc	113.00	Random Drug/Alcohol Test - Gordy
3315	12/31/2022	Claims	1	16580	Skamania County Chamber of Commerce	19,597.54	December 2022 Statement
3316	12/31/2022	Claims	1	16581	Skamania County Community Events & Recre	18,973.55	Fireworks/Big River Blues Band; Community Events Reimbursement
3317	12/31/2022	Claims	1	16582	Skamania County Community Health	85.00	Hep B for Carson Whitney
3318	12/31/2022	Claims	1	16583	Skamania County Department of Public Wor	44,453.30	Lotz Road Paving; Iman Cemetery Road Paving
3319	12/31/2022	Claims	1	16584	Skamania Lawyer PLLC	635.00	December 2022 Statement
3320	12/31/2022	Claims	1	16585	State Auditor's Office	3,390.12	2021 Financial Audit
3321	12/31/2022	Claims	1	16586	Timothy Charles Shell	1,360.00	December 2022 Statement
3322	12/31/2022	Claims	1	16587	USA Bluebook	1,786.68	Nalgene Desiccator Cabinet for WWTP Lab; 4" Check Valves
3323	12/31/2022	Claims	1	16588	Wave Broadband	16.16	Remote for Cable
3339	12/31/2022	Claims	1	16589	Aramark Uniform Services	171.70	December 2022 Statement
3340	12/31/2022	Claims	1	16590	Aramark	121.14	Winter Coat-Carson

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3341	12/31/2022	Claims	1	16591	CGTA	5,000.00	2022 Regional Tourism Advancement
3342	12/31/2022	Claims	1	16592	Carson Hardware	134.63	Muck Boots-Carson
3343	12/31/2022	Claims	1	16593	City of Hood River	12,660.95	4th Quarter Sludge Hauling
3344	12/31/2022	Claims	1	16594	Columbia Gorge Interpretive Center	16,606.86	2022 Hotel/Motel Tax Contract
3345	12/31/2022	Claims	1	16595	Columbia Hardware Inc	1,500.29	December 2022 Statement
3346	12/31/2022	Claims	1	16596	Columbia River Disposal	201.58	December 2022 Statement
3347	12/31/2022	Claims	1	16597	Crestline Construction Company, LLC	148,663.90	Payment Application #10; Rock Armoring West Bank
3348	12/31/2022	Claims	1	16598	DeVaul Publishing	66.64	Legal Ad-Notice of Ordinance Adoptions; Legal Ad-Notice of Special Meeting
3349	12/31/2022	Claims	1	16599	Denali Water Solutions LLC	7,843.00	December 2022 Sludge Hauling
3350	12/31/2022	Claims	1	16600	Grayling Engineers	16,058.09	2022 Waterline Replacements
3351	12/31/2022	Claims	1	16601	Gregory Scott Cheney	740.00	December 2022 Statement
3352	12/31/2022	Claims	1	16602	H2Oregon	12.92	Drinking Water Dispenser for WWTP
3353	12/31/2022	Claims	1	16603	Maul Foster Alongi	27,205.00	Columbia Avenue Realignment
3354	12/31/2022	Claims	1	16604	Mobley Engineering dba Lancaster Mobley	1,114.00	Stevenson City Wide Traffic Study
3355	12/31/2022	Claims	1	16605	One Call Concepts Inc	5.35	December 2022 Statement-5 Locates
3356	12/31/2022	Claims	1	16606	PUD No 1 of Skamania County	6,718.54	December 2022 Statement; December 2022 Statement; December 2022 Statement; December 2022 Statement
3357	12/31/2022	Claims	1	16607	Ricoh USA Inc	15,814.98	December 2022 Statement; Laserfiche Scanner
3358	12/31/2022	Claims	1	16608	Skamania County Chamber of Commerce	887.29	December 2022 Statement-Revised
3359	12/31/2022	Claims	1	16609	Skamania County Sheriff	3,900.00	November 2022 Jail Services; December 2022 Jail Services
3360	12/31/2022	Claims	1	16610	Skamania County Treasurer	59.12	January 2023 (Dec 2022) Remittance (2022 funds)
3361	12/31/2022	Claims	1	16611	State Auditor's Office	1,625.40	2021 Financial Audit
3362	12/31/2022	Claims	1	16612	Stellar J Corporation	295,019.43	Progress Payment #6
3363	12/31/2022	Claims	1	16613	The Watershed Company	4,597.50	Integrated Shoreline Access & Trails Plan
3364	12/31/2022	Claims	1	16614	Timothy Charles Shell	4,916.00	December 2022 Statement; December 2022 Statement; December 2022 Statement
3365	12/31/2022	Claims	1	16615	US Bank Safekeeping	30.00	December 2022 US Bank Safekeeping Fees
3366	12/31/2022	Claims	1	16616	US Bank Voyager Fleet Systems	3,147.02	December 2022 Statement
3367	12/31/2022	Claims	1	16617	US Bank	5,007.99	December 2022 Card #1 Credit Card Statement; December 2022 Card #2 Credit Card Statement
3368	12/31/2022	Claims	1	16618	Verizon Wireless	111.30	December 2022 Cell Phone Costs
3369	12/31/2022	Claims	1	16619	Wallis Engineering PLLC	52,004.15	WWTP Improvements Bidding & Const; WWTP Equipment Procurement; Rock Creek Stormwater Repair; 2021 WW Collection System Upgrades
						40,441.04	001 General Expense Fund
						50,487.70	100 Street Fund
						61,107.44	103 Tourism Promo & Develop Fund
						27,205.00	312 Columbia Ave

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		400 Water/Sewer Fund				94,689.29	
		410 Wastewater System Upgrades				498,919.57	
		500 Equipment Service Fund				9,509.92	
						782,359.96	Claims: 782,359.96

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)