



6. Transportation Impact Study



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TRANSPORTATION IMPACT STUDY

June 30, 2025

Project# 31552

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



Christopher Lynn Brehmer

2025.06.30
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Village at North Shore - HSR Dev Mills LLC, the Applicant, proposes to develop a 36.04-acre residential project located on the west side of NE Everett Street (State Route 500) and south of NE 3rd Street, in the vicinity of NE 252nd Avenue. A Transportation Impact Study (TIS) is required per City of Camas Municipal Code (CMC) Section 17.11.030.B.12 as part of the land use approvals for the new homes. This memorandum documents the TIS analysis, findings, and recommendations. Subject to City, County and Washington State Department of Transportation (WSDOT) review and direction, the following recommendations were identified to be implemented in conjunction with site development:

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

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



Aerial Image Source: Google Earth

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

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

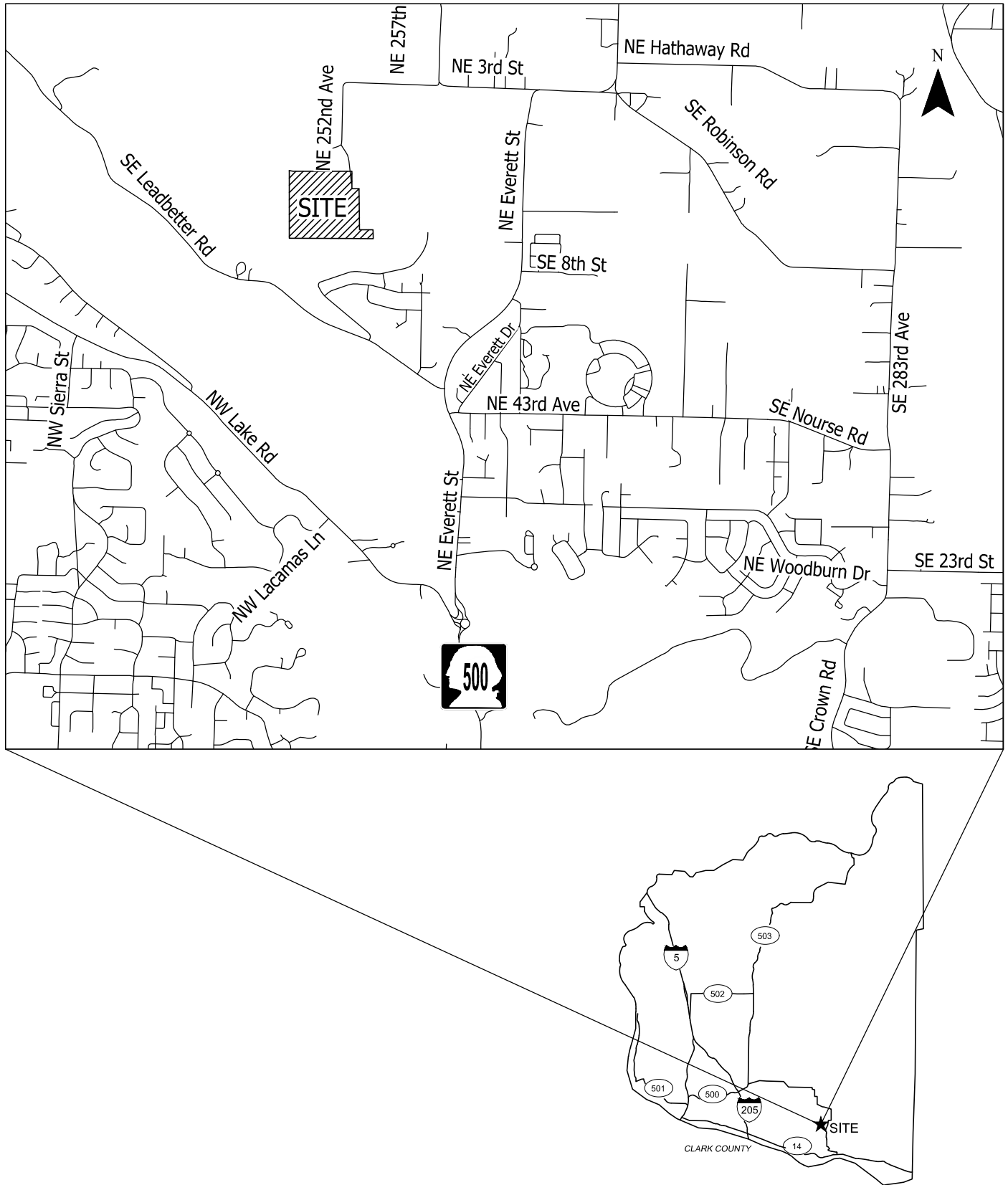
INTRODUCTION

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

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

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

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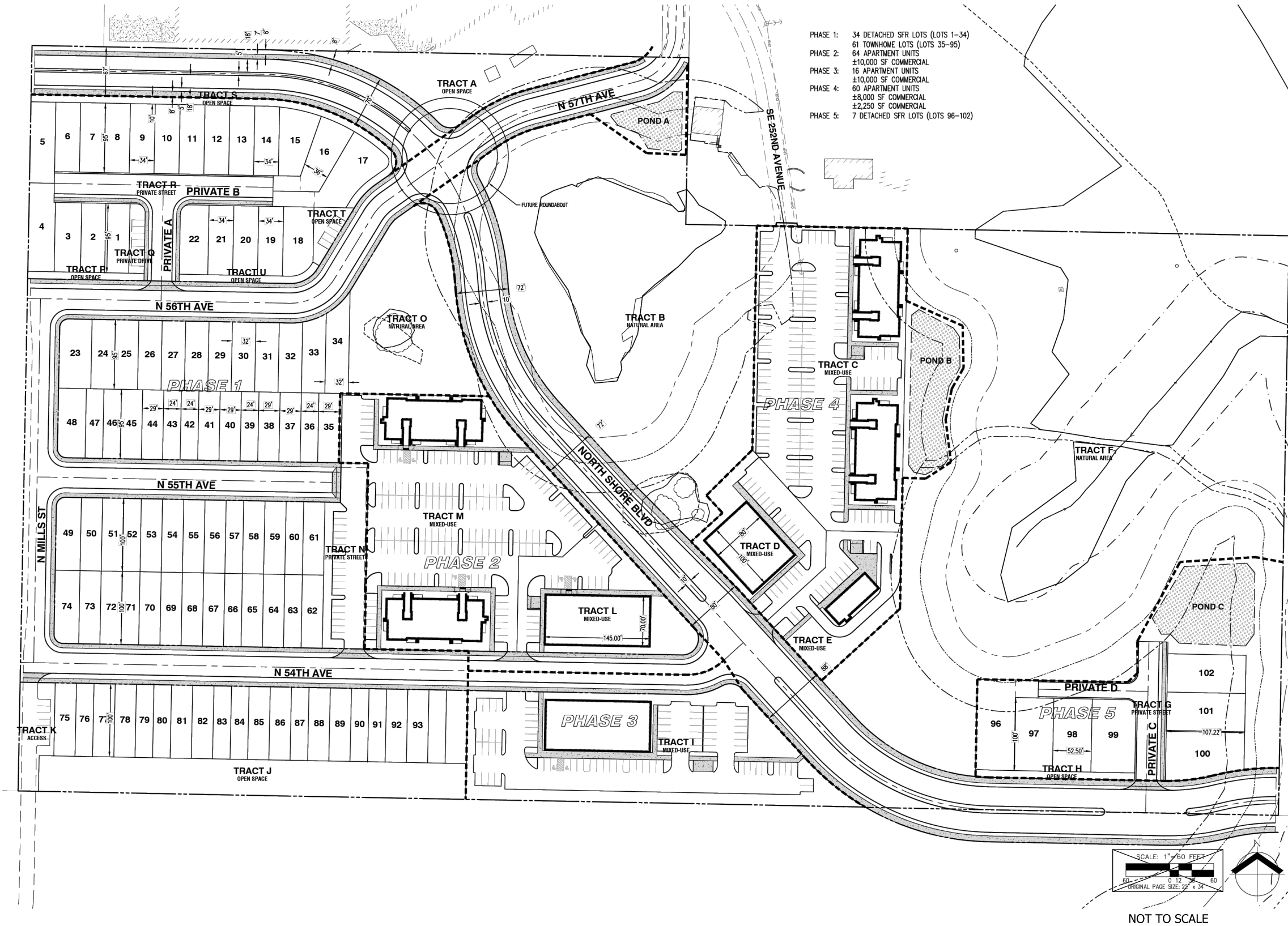


Site Vicinity Map
Camas, Washington

Figure
1

H:\31152 - Village at North Shore\report\figs\31552_Figures.dwg Jun 24, 2025 - 4:06pm - sbanerjee Layout: Tab: Fig2 Proposed Site Plan

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

PRELIMINARY SITE PLAN
VILLAGES AT NORTH SHORE
HSR
CAMAS WASHINGTON

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

EX-A

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

Preliminary Site Plan
Camas, Washington

Figure
2

STUDY METHODOLOGY

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

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

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

Analysis Scenarios

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

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

Study Intersections

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

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

Table 1. Study Intersections and Peak Hour Analysis Periods

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

TWSC = Two Way Stop Control

Capacity Analysis Methodology

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

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

Mobility Standards

City of Camas

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

SR 500 (NE Everett Street)

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

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

Clark County

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

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

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

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

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

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

Table 2. Study Intersection Performance Metrics

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

TWSC = Two-way Stop Control

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

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

REPORT FORMAT

This report addresses the following transportation topics:

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

EXISTING CONDITIONS

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

Site Conditions and Adjacent Land Uses

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

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

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

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

Transportation Facilities

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

Table 3. Existing Transportation Facilities

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

¹Clark County Arterial Atlas (References 5 and 6)

²WSDOT Functional Classification (Reference 7)

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

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

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

Facilities for Non-Motorized Users

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

Transit Facilities

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

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

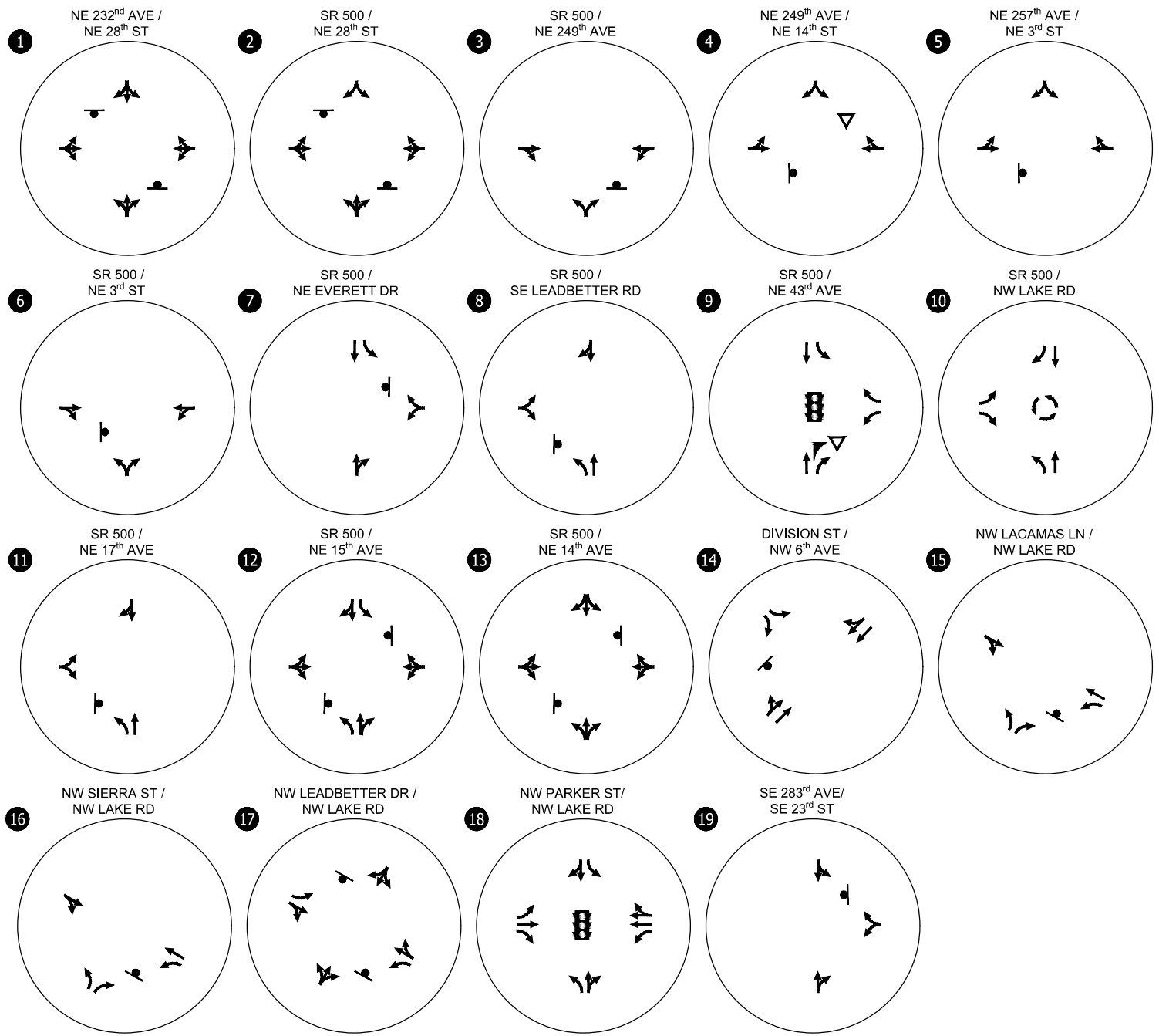


Figure
3

TRAFFIC SAFETY

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

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

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

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

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

Walking and Biking Related Crashes

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

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

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

Crash Severity

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SR 500/NE Everett Drive (Intersection #7)

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

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

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

SR 500/SE Leadbetter Road (Intersection #8)

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

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

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

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

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

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

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

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

SR 500/NW Lake Road (Intersection #10)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Traffic Volumes and Peak Hour Operations

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

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

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

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

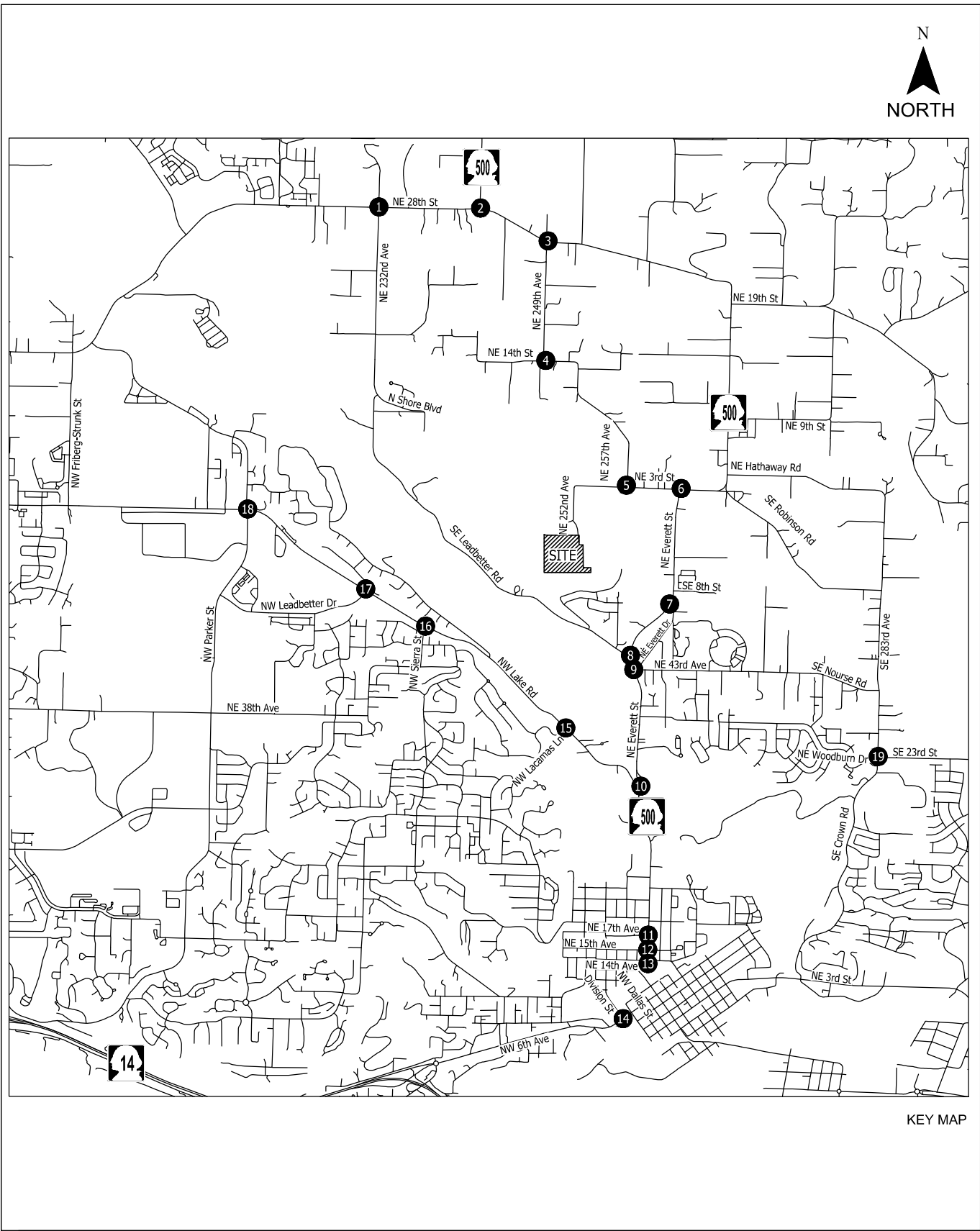
NW Sierra Street/NW Lake Road (Intersection #16)

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

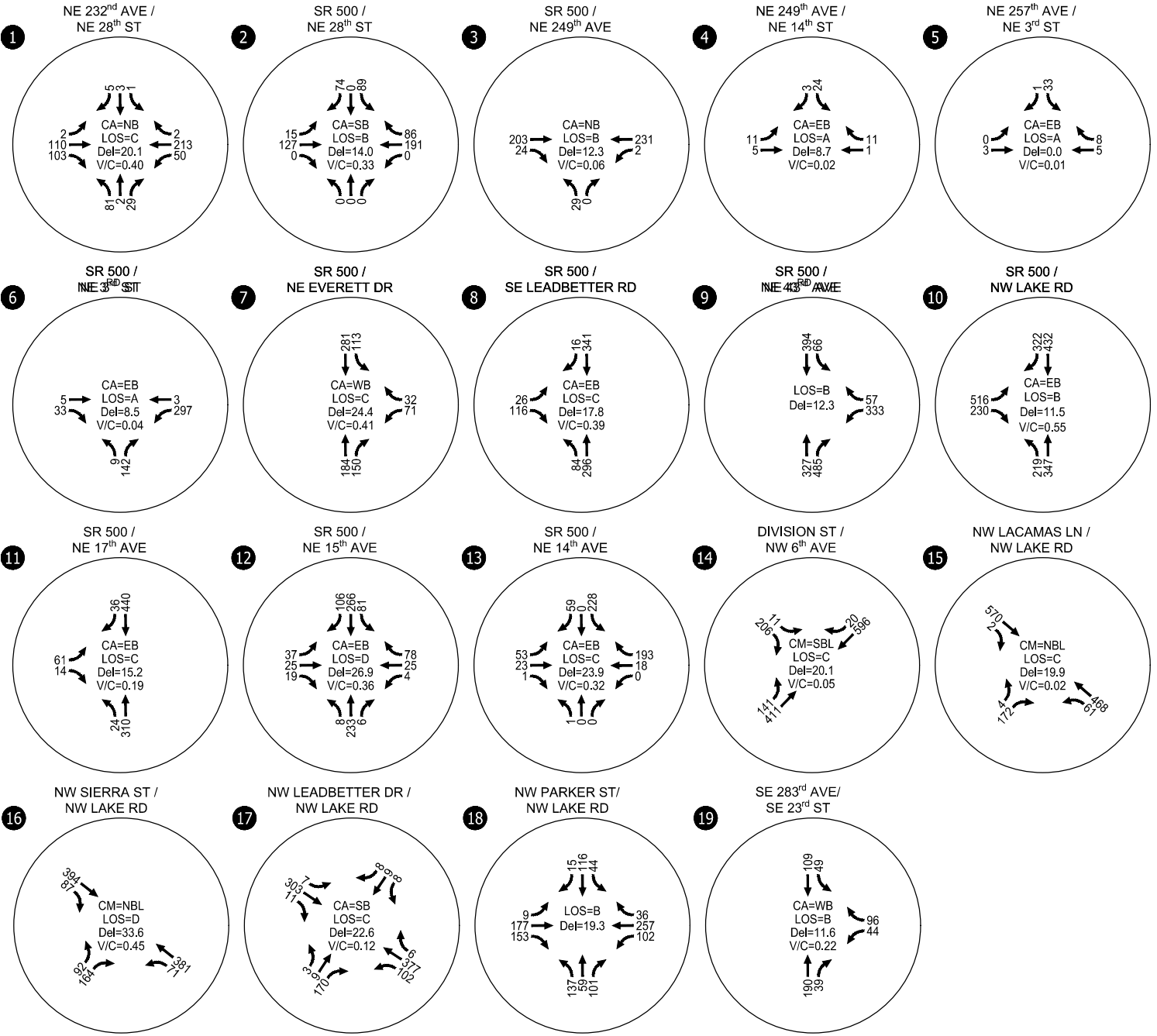
Other Observations

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

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



KEY MAP

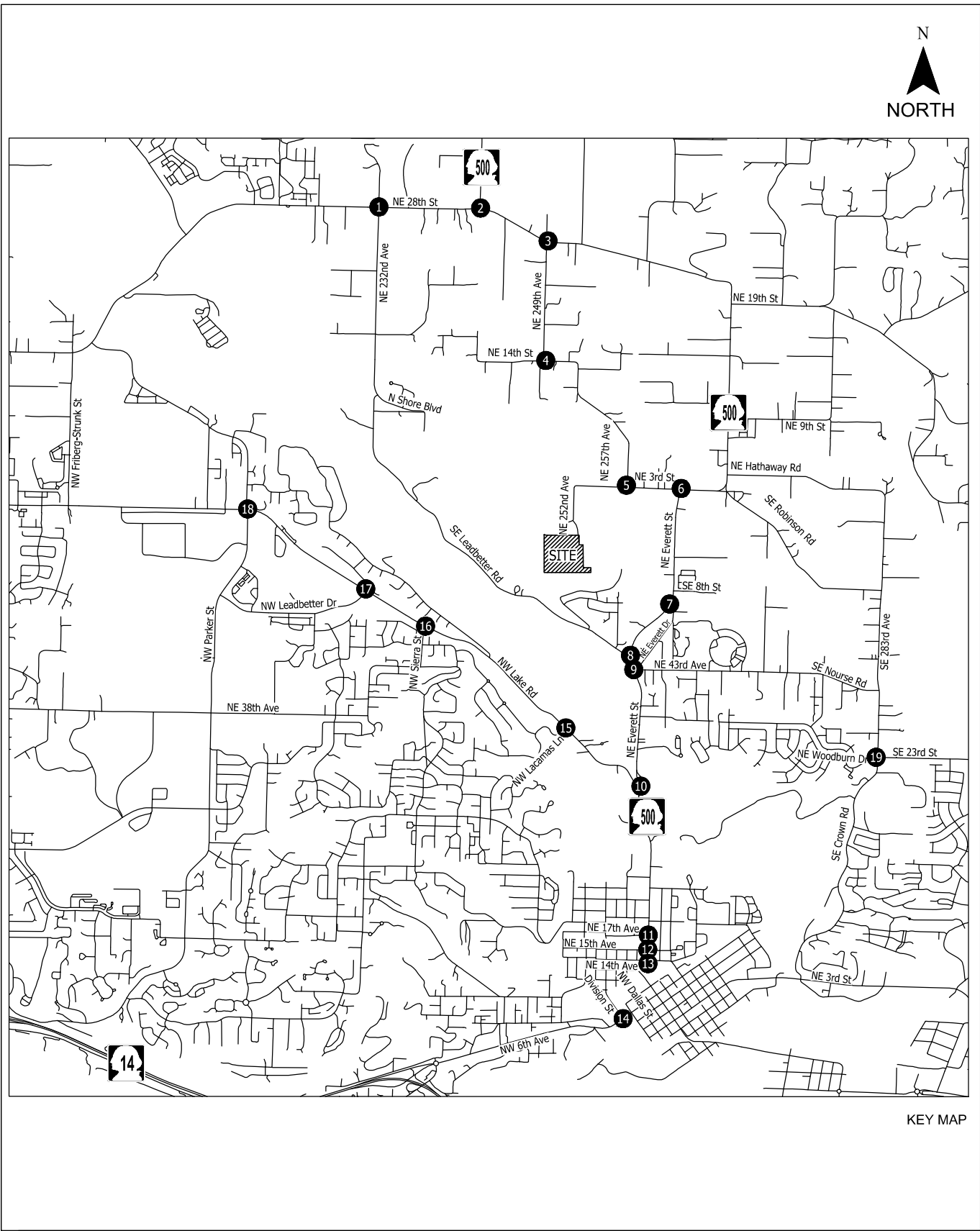


2025 Existing Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

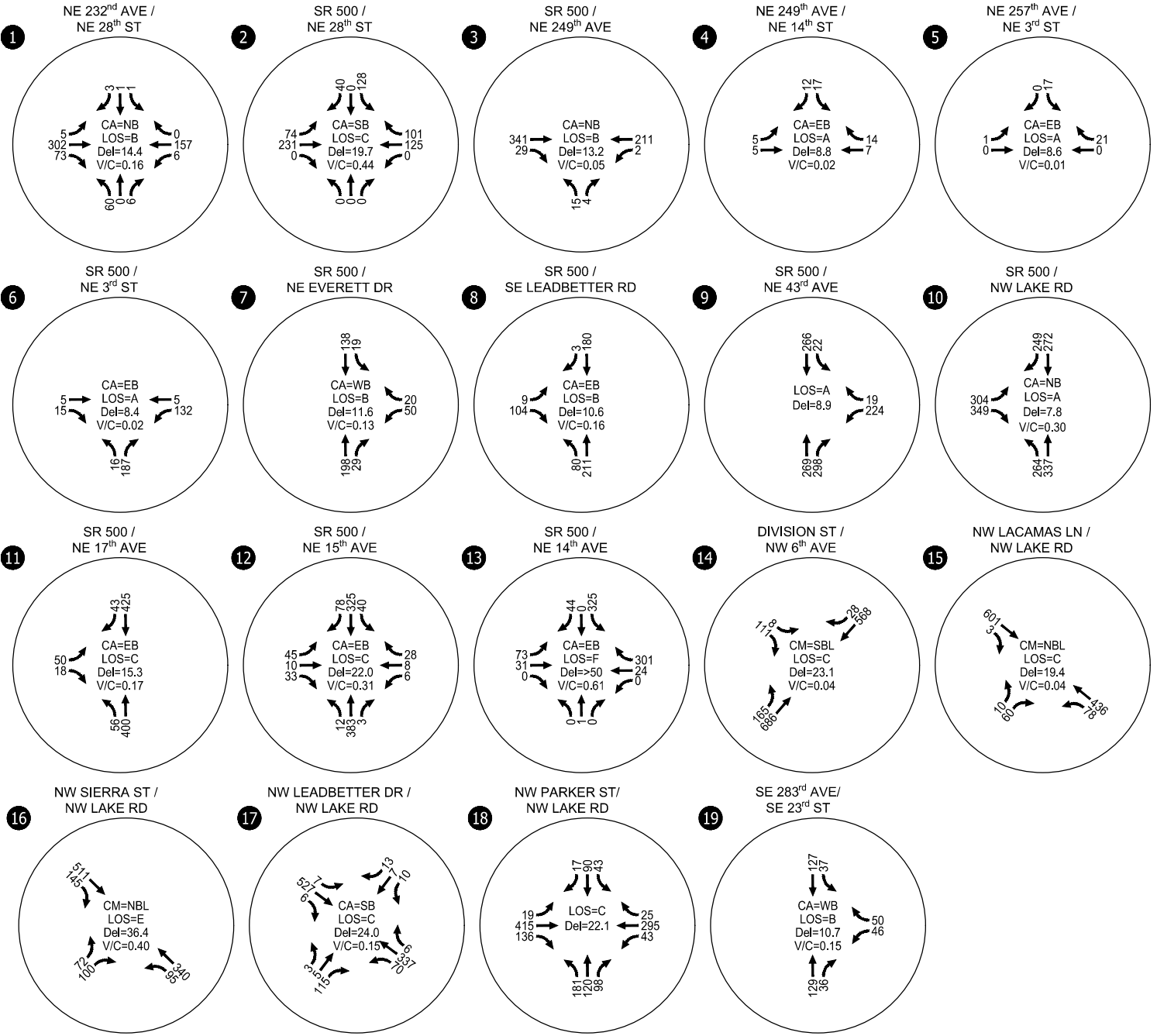
Figure
4

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

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



KEY MAP



2025 Existing Traffic Conditions
Weekday PM Peak Hour
Camas, Washington

Figure
5

- SITE
- STUDY INTERSECTION
CA = CRITICAL APPROACH (TWSC / ROUNDABOUT)
CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)
CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC / ROUNDABOUT)
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Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)
CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL

2030 BACKGROUND TRAFFIC CONDITIONS

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

Planned Developments & Transportation Improvements

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

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

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

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

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

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

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

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

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

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

Appendix F includes the 2030 background traffic operations worksheets.

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

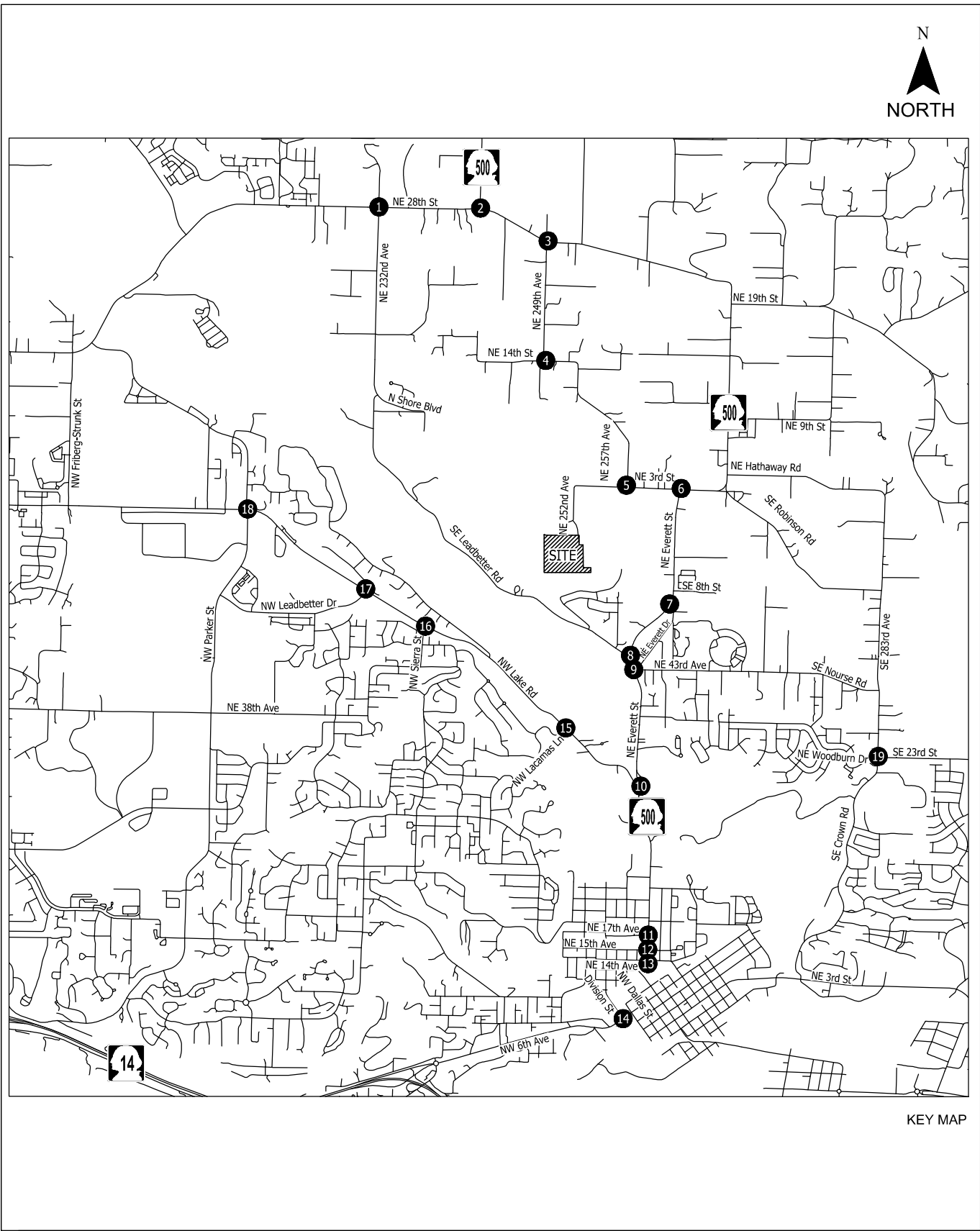
Forecast delay for the southbound stop controlled approach results in LOS E operations (exceeding LOS requirements) during the weekday PM peak hour with a V/C ratio of 0.71. This finding is consistent with past studies and the City of Camas, Clark County and WSDOT are coordinating regarding the potential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

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

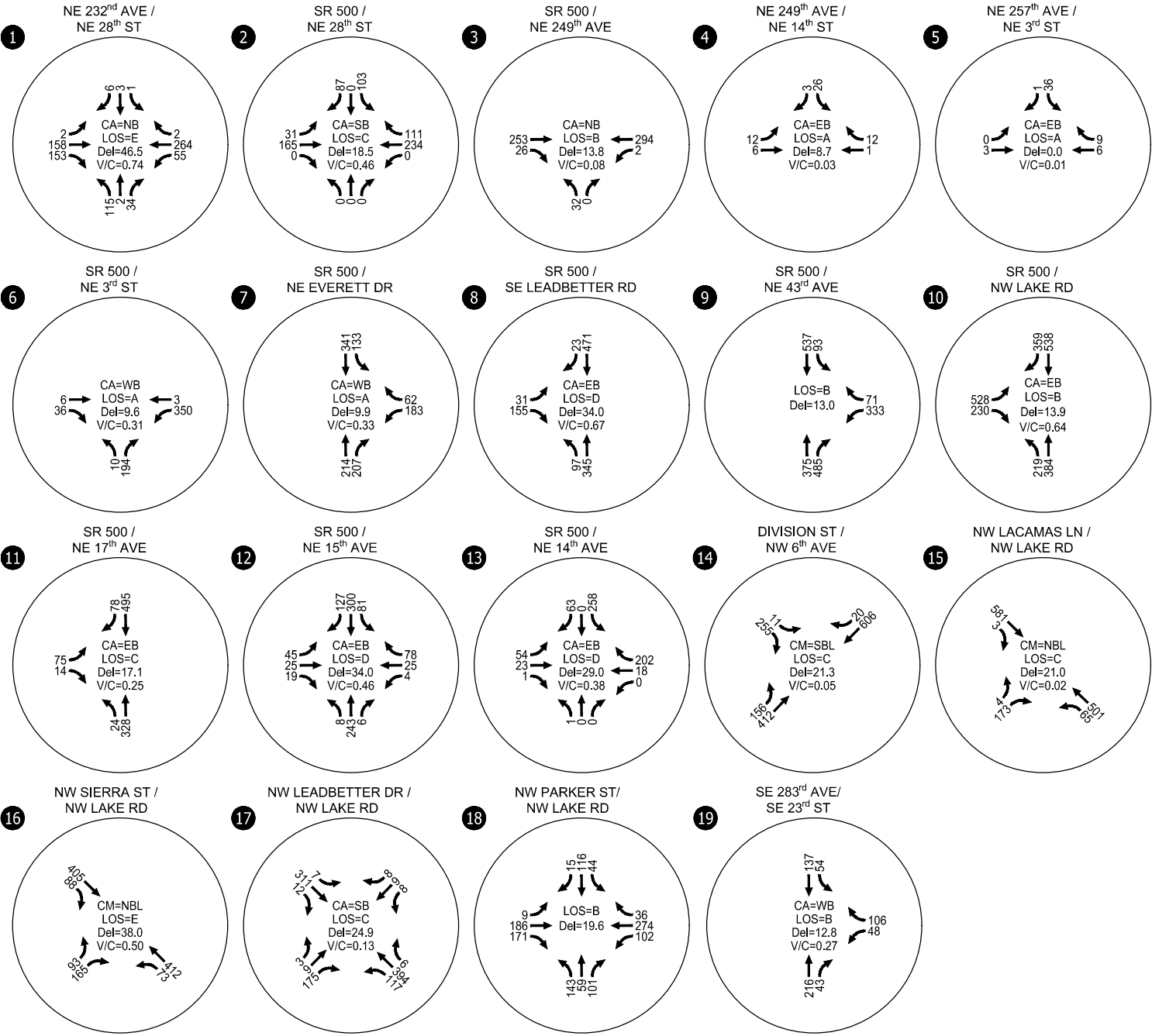
As seen under existing conditions, delay experienced on the eastbound stop controlled approach results in LOS F operations (exceed LOS E requirement) during the weekday PM peak hour with a V/C ratio of 0.72.

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

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



KEY MAP



2030 Background Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

Figure
6

- SITE
- STUDY INTERSECTION
CA = CRITICAL APPROACH (TWSC / ROUNDABOUT)
CM = CRITICAL MOVEMENT (TWSC)
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CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC / ROUNDABOUT)
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CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL



Figure
7

PROPOSED DEVELOPMENT

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

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

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

Trip Generation Estimate

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

Table 5. Estimated Site Trip Generation

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

Trip Distribution and Assignment

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

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

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

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

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

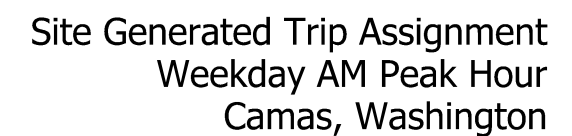
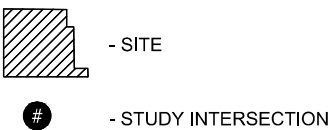
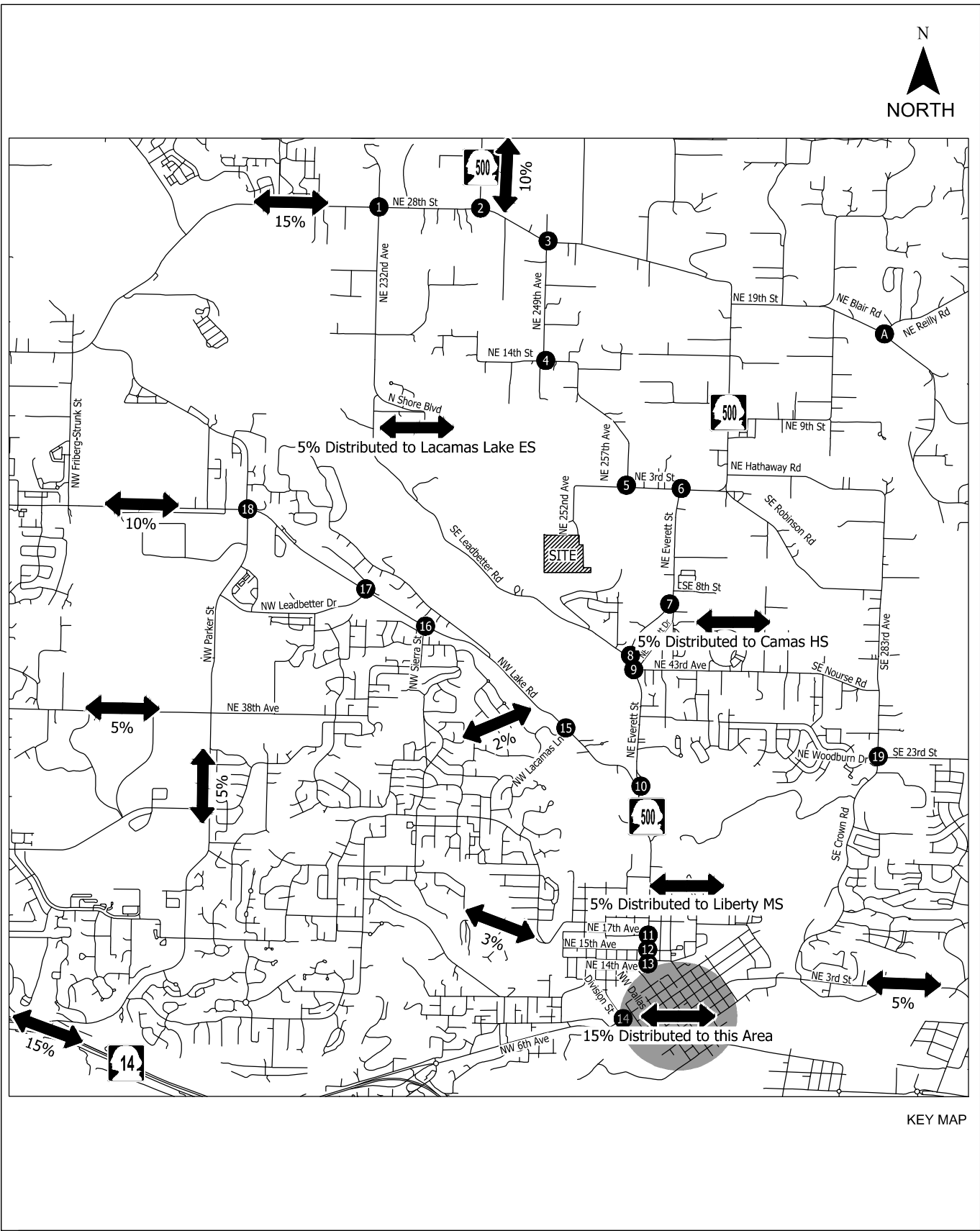


Figure
8



KEY MAP



Site Generated Trip Assignment
Weekday PM Peak Hour
Camas, Washington

Figure
9



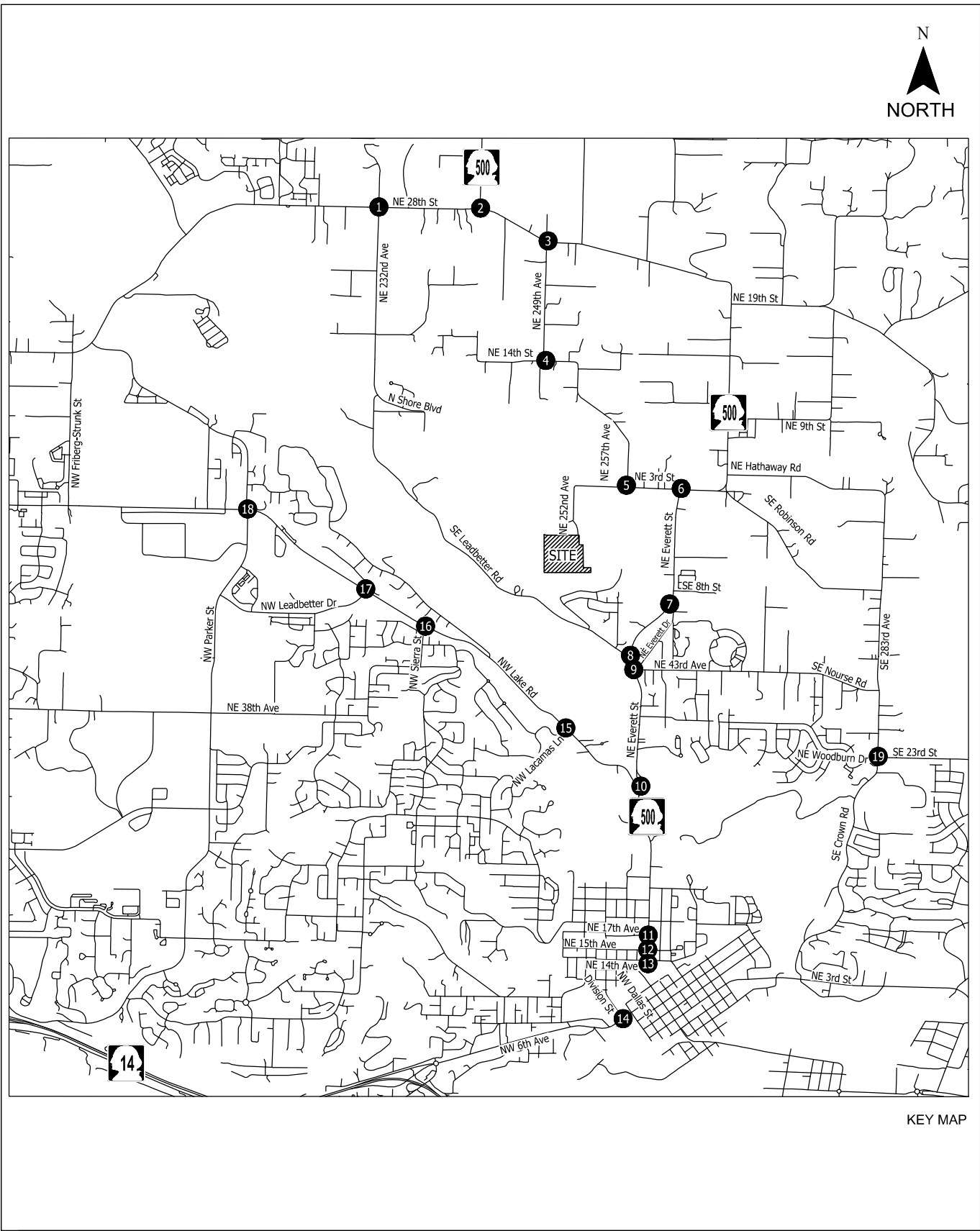
2030 TOTAL TRAFFIC CONDITIONS

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

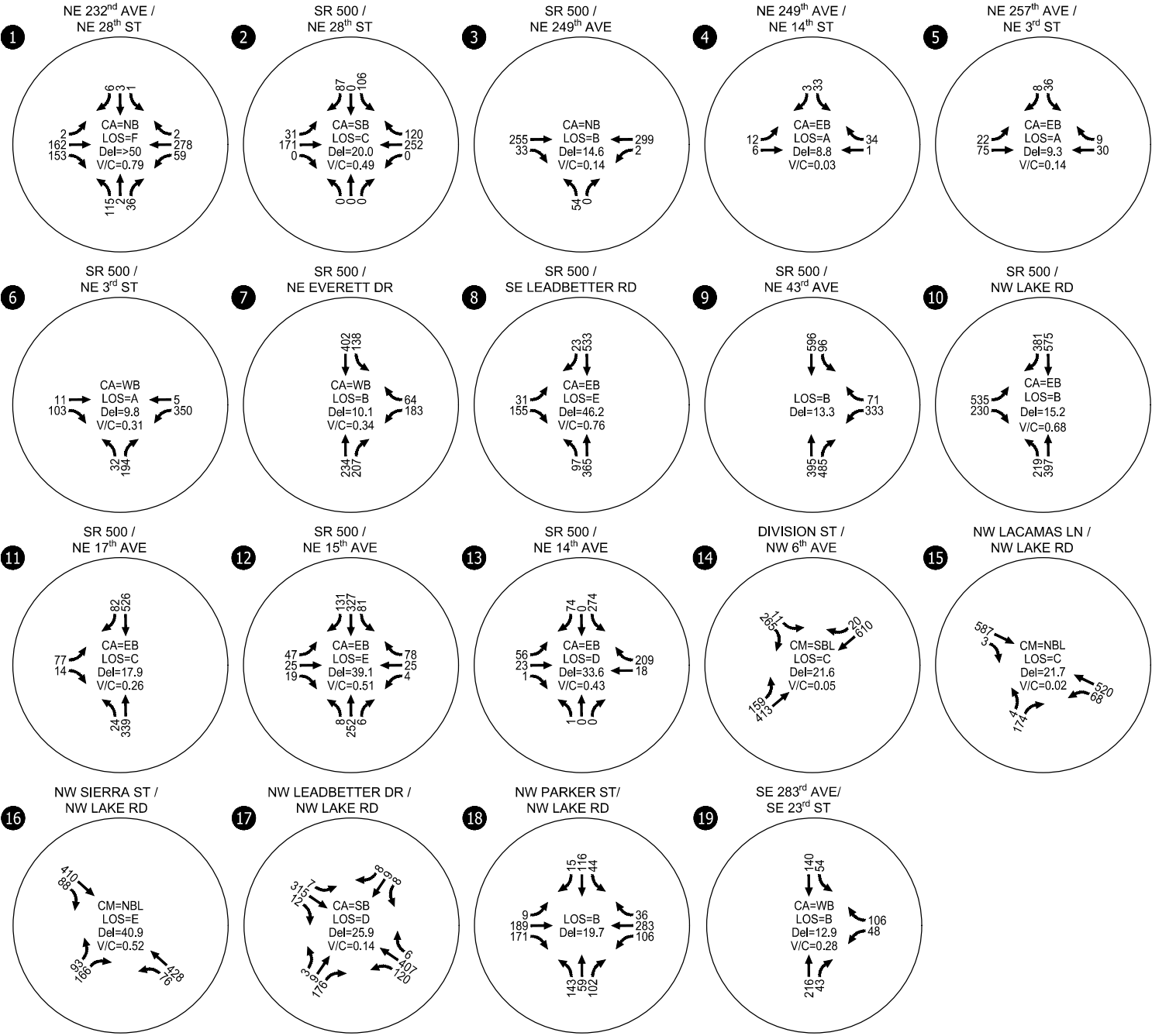
Those intersections that did not satisfy the applicable performance metrics under background conditions each are projected to experience an incremental increase in delay/degradation in operations with the addition of site trips. Further, the northbound stop-controlled approach to NE 232nd Avenue/NE 28th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

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

Appendix G contains the year 2030 total traffic analysis worksheets.



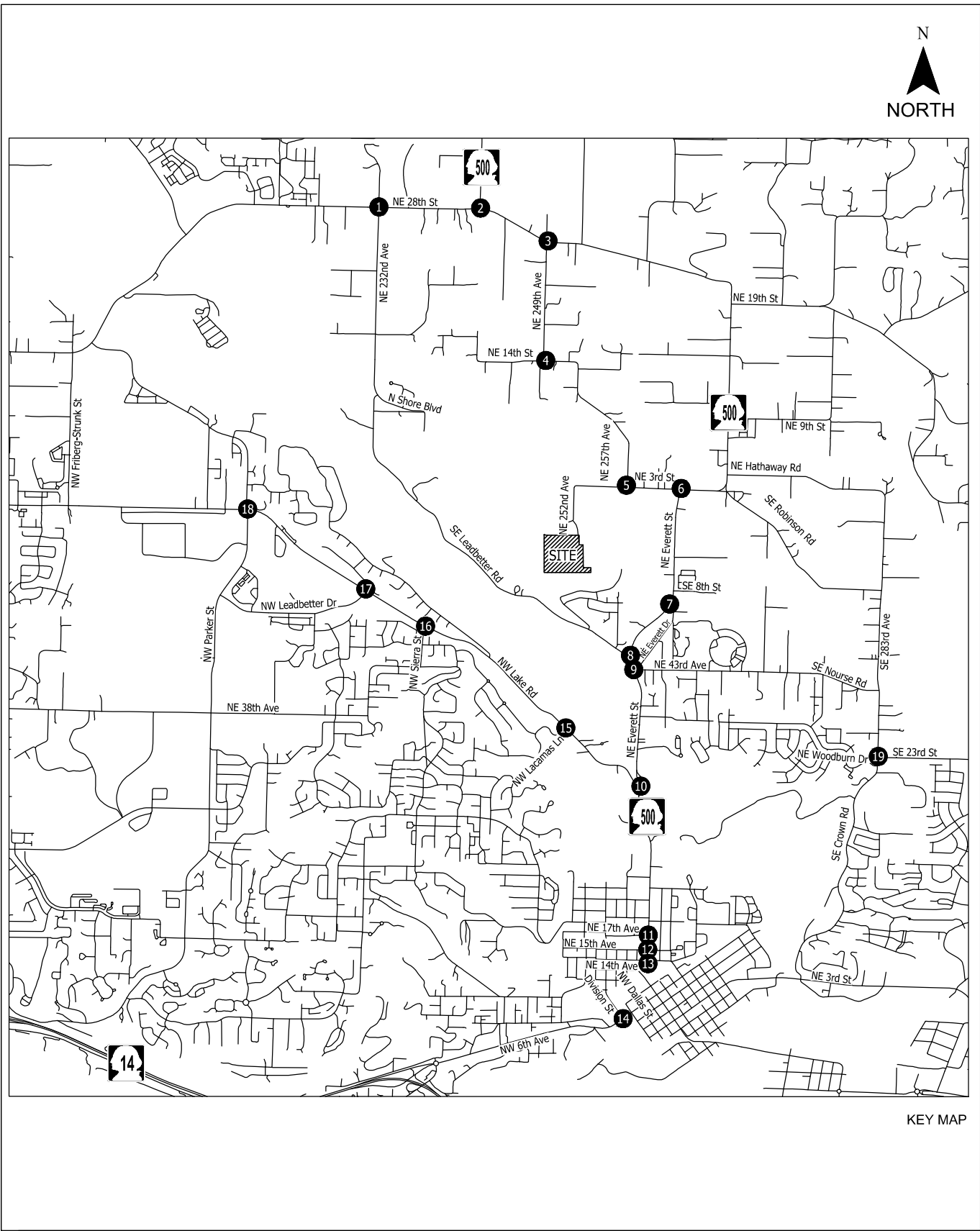
KEY MAP



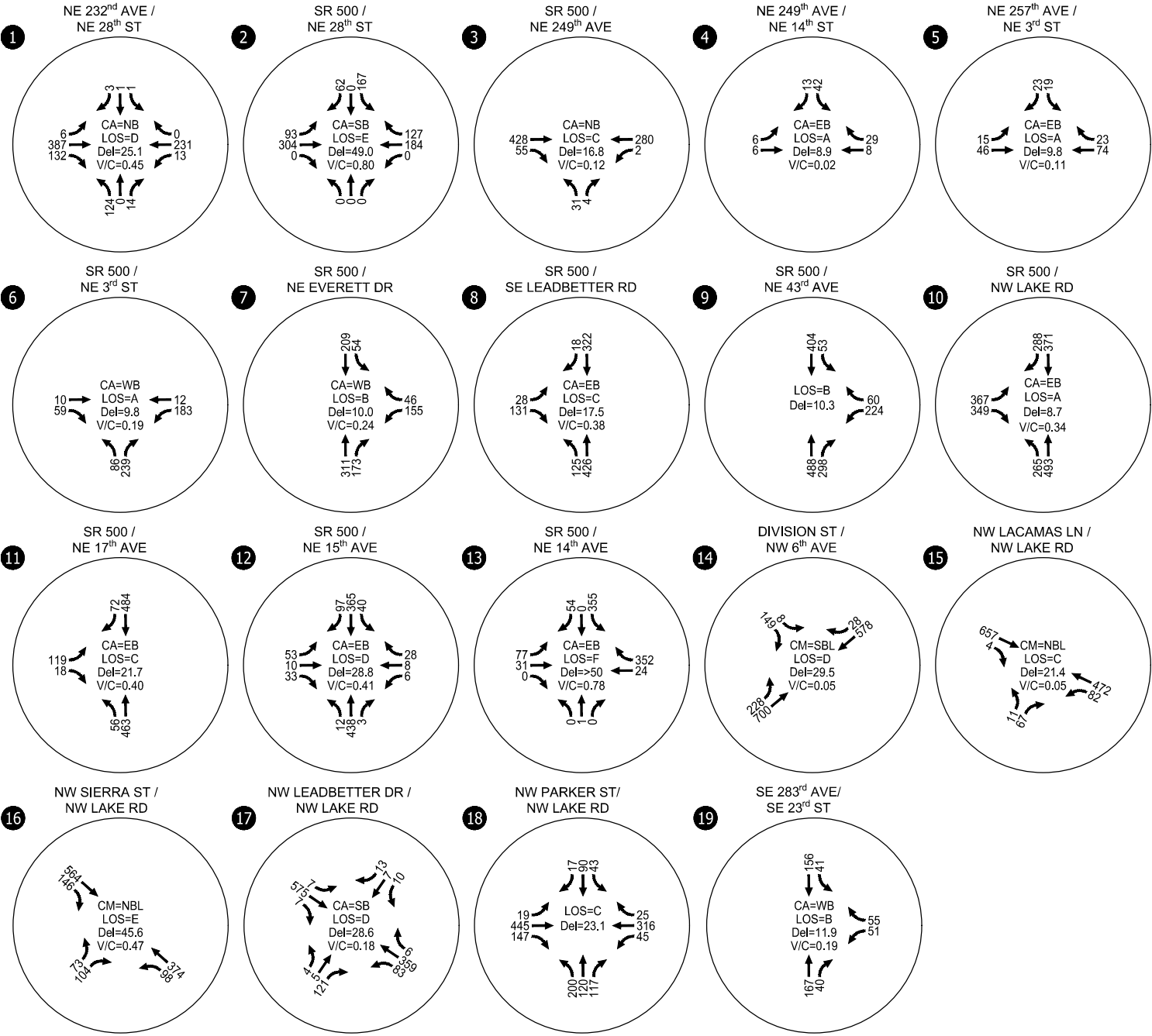
2030 Total Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

Figure
10

- SITE
- STUDY INTERSECTION
CA = CRITICAL APPROACH (TWSC / ROUNDABOUT)
CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)
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CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL



KEY MAP



2030 Total Traffic Conditions
Weekday PM Peak Hour
Camas, Washington

Figure
11

- SITE
- STUDY INTERSECTION
CA = CRITICAL APPROACH (TWSC / ROUNDABOUT)
CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)
CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC / ROUNDABOUT)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO
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CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
TWSC = TWO-WAY STOP CONTROL

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

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

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

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

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

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

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

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

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

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

Total Traffic Intersection Operations Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INTERSECTION QUEUING CONSIDERATIONS

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

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

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

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

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

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

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

TURN LANE NEEDS

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

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

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

SR 500/NE 249th Avenue

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

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

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

NE 257th Avenue/NE 3rd Street

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

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

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



Aerial Image Source: Google Earth

INTERSECTION SIGHT DISTANCE

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

DAILY TRAFFIC VOLUMES

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

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

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

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

⁶ CCC 40.350.030.B.4.b.4.b

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

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

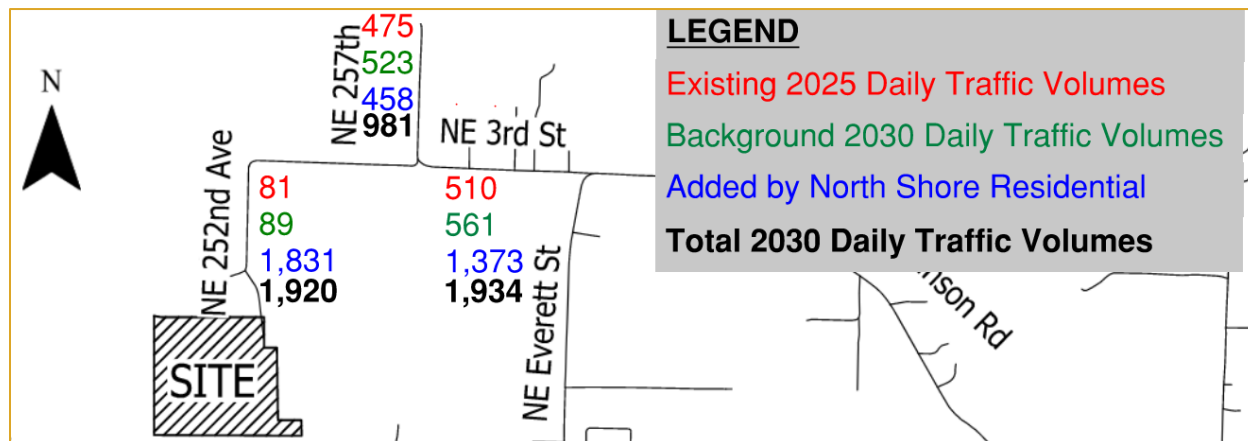
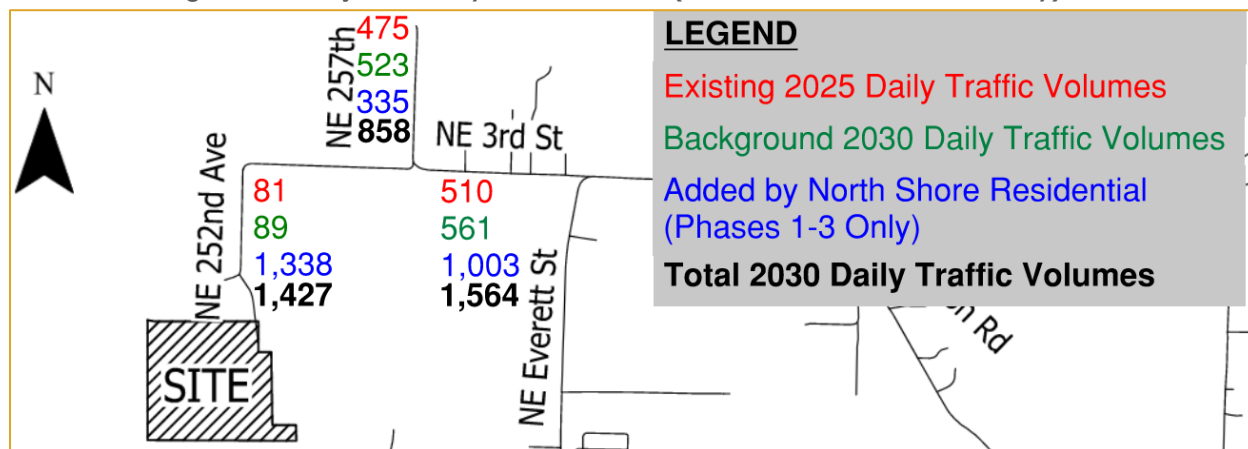


Exhibit 3. Existing & Future Projected Daily Traffic Volumes (Partial Buildout, Phases 1-3 Only)



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

PROPORTIONATE SHARE CONTRIBUTIONS

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

Table 8. City of Vancouver Proportionate Share Fee Summary

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

SUMMARY FINDINGS & RECOMMENDATIONS

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

Findings

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

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

Recommendations

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

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

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

REFERENCES

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

LIST OF APPENDICES

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

Appendix A: Traffic Study Scoping Documentation



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

SCOPING MEMORANDUM

April 17, 2025

Project# 31552

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

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

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

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

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

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

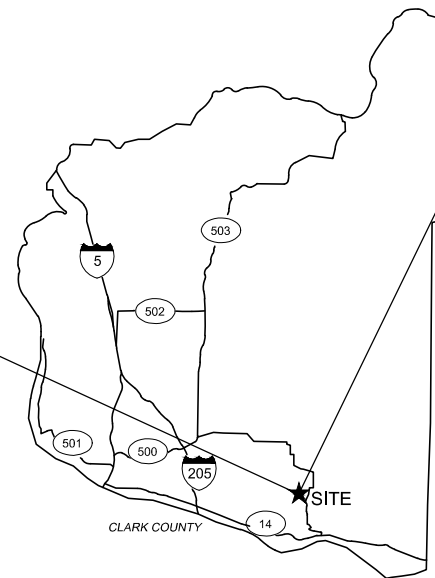
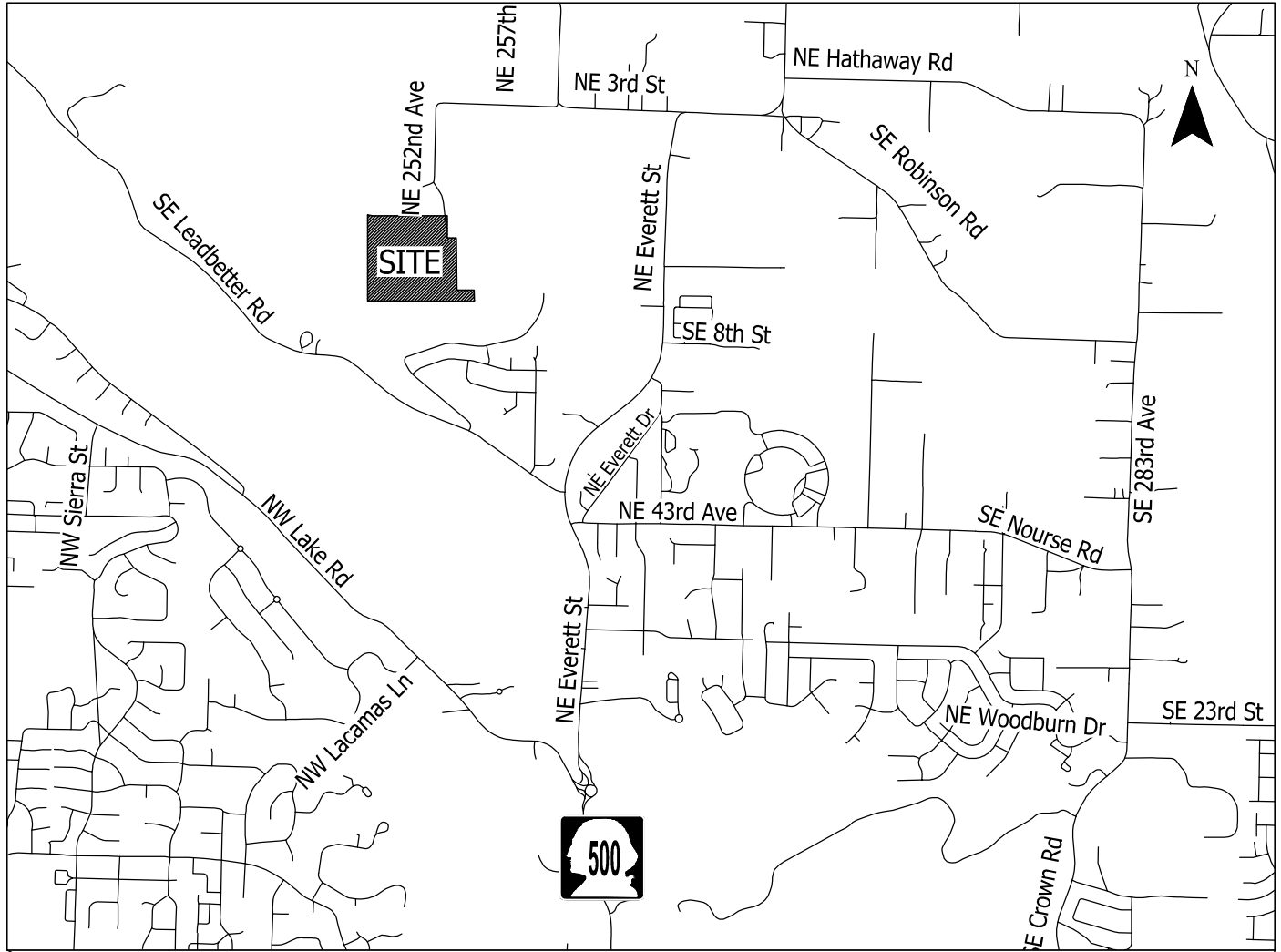
PROPOSED PROJECT

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

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

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

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

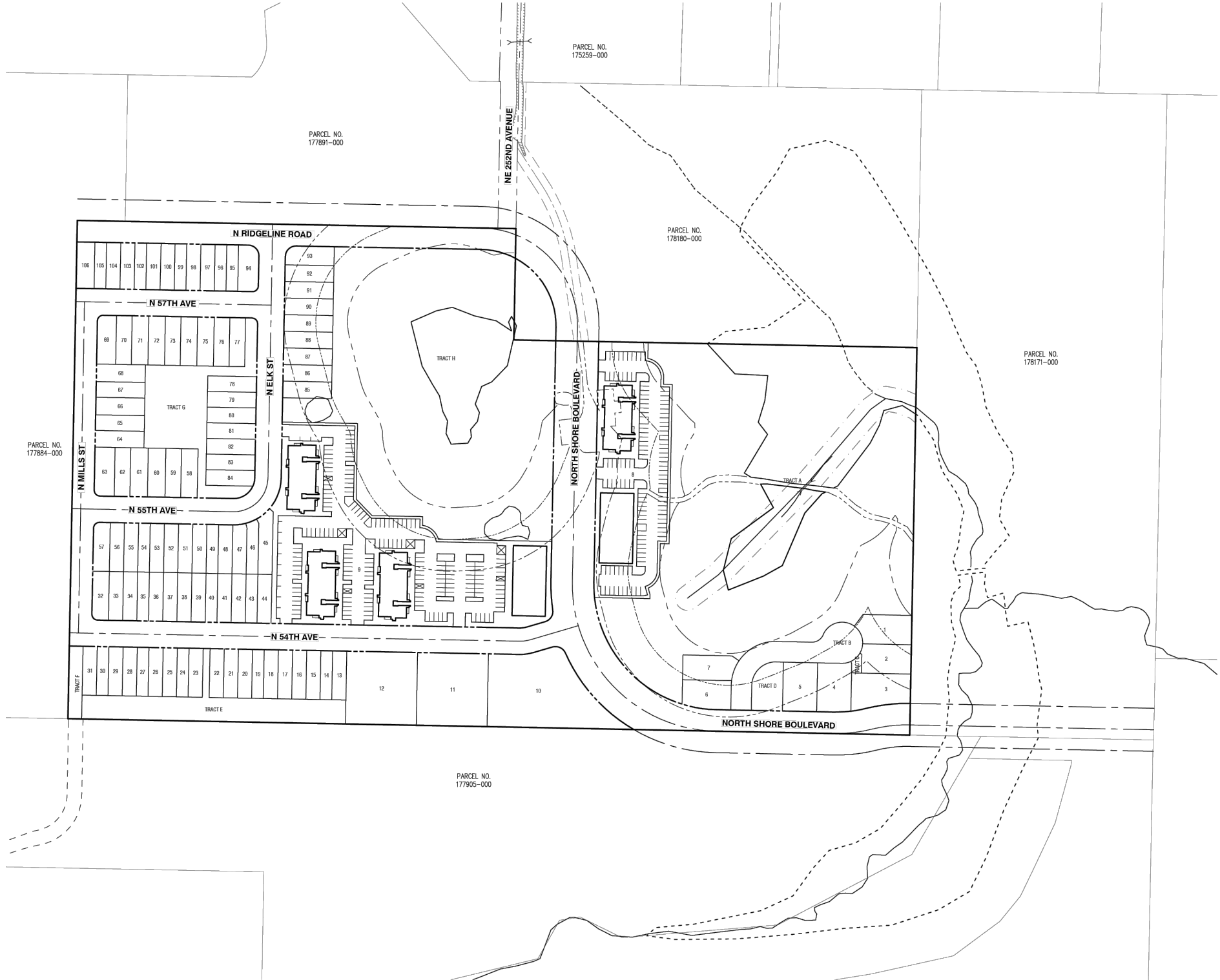


Site Vicinity Map
Camas, Washington

Figure
1

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AKS DRAWING FILE: 9095 20250212 L&S.DWG | LAYOUT: LAYOUT1



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

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

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

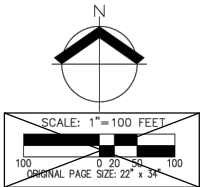
DENSITY :
MAXIMUM DENSITY (18 X 11.89): 214 (214.02) UNITS
MINIMUM DENSITY (10 X 11.89): 119 (118.90) UNITS
PROPOSED MULTI-FAMILY UNITS: 48 UNITS
PROPOSED ATTACHED UNITS: 58 UNITS
PROPOSED DETACHED UNITS: 36 UNITS
TOTAL PROPOSED UNITS: 142 UNITS

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

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

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

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



NOT TO SCALE

AKS
AKS ENGINEERING & FORESTRY, LLC
1000 WEST PLYMOUTH AVE. STE 2250
VACAVILLE, WA 98042
360.882.0419
WWW.AKS-ENG.COM
ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

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

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

EX-A

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

Preliminary Site Plan
Camas, Washington

Figure
2

ESTIMATED TRIP GENERATION

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

Table 1. Estimated Site Trip Generation

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

ESTIMATED TRIP DISTRIBUTION PATTERN

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

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

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

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

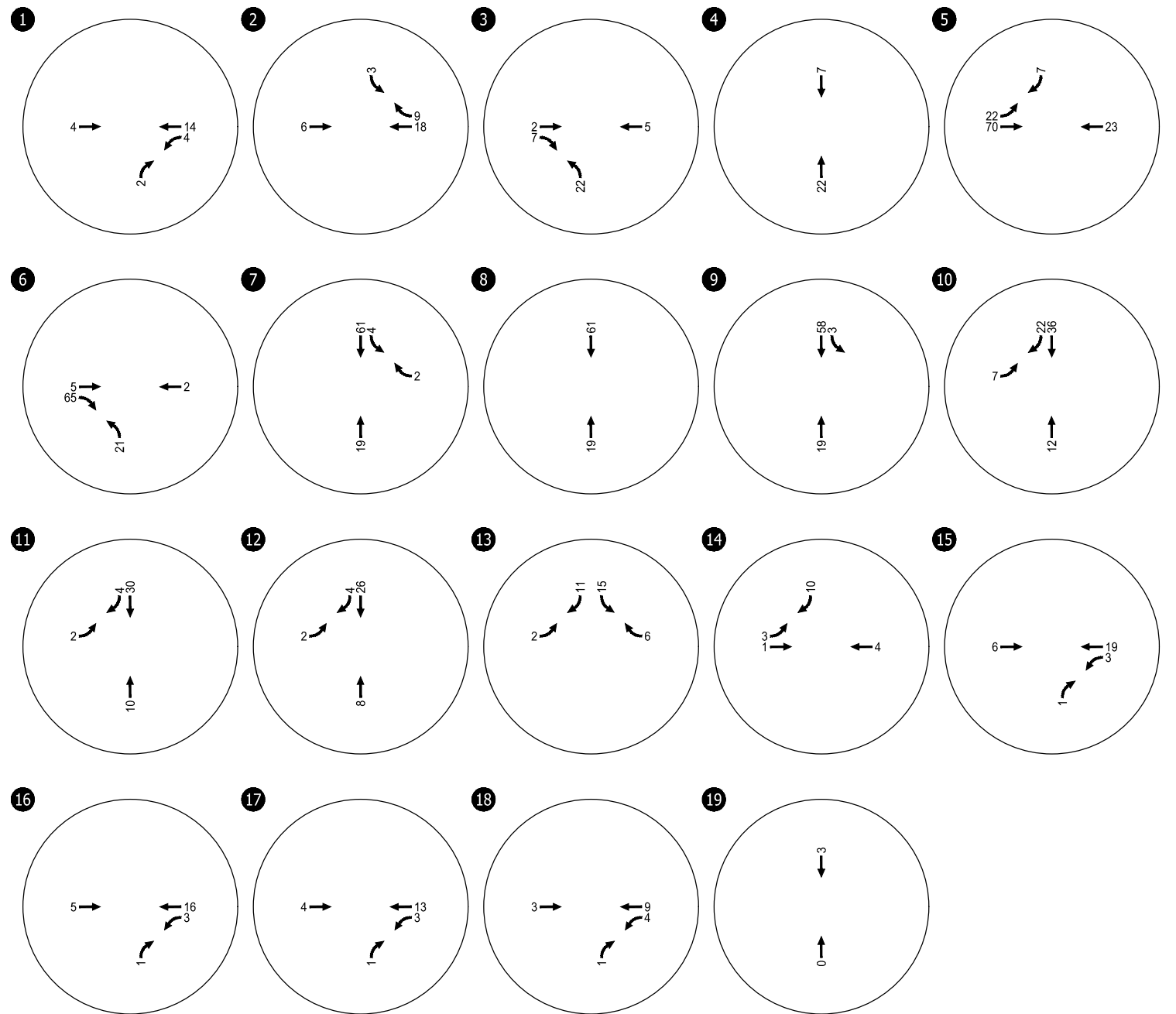


Figure
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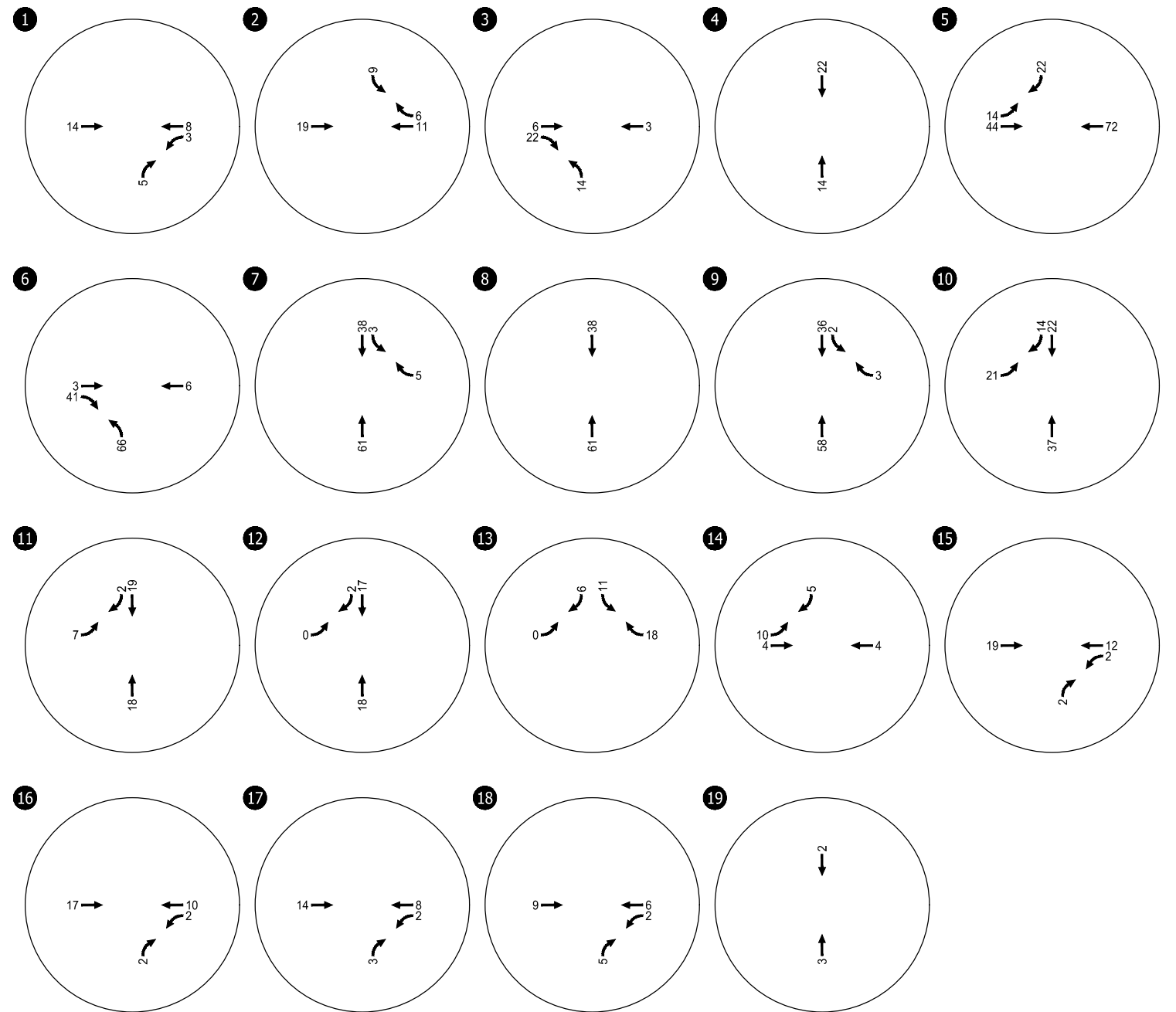


Figure
4

POTENTIAL STUDY INTERSECTIONS

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

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

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

Table 2. Potential Study Intersections

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

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

ANALYSIS METHODOLOGY

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

MOBILITY STANDARDS

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

City of Camas

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

SR 500

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

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

Clark County

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

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

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

Table 3. Applicable Mobility Standards

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

TWSC = Two-way Stop Control

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

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

STUDY TIME PERIODS

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

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

IN-PROCESS DEVELOPMENTS AND BACKGROUND GROWTH RATES

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

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

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

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

BACKGROUND TRANSPORTATION IMPROVEMENTS

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

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

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

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

CITY OF VANCOUVER PROPORTIONAL SHARE INTERSECTIONS

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

NEXT STEPS

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

Appendix B: WSDOT Crash Data

OFFICER REPORTED CRASHES THAT OCCURRED AT OR in the vicinity of MULTIPLE INTERSECTIONS IN CITY OF CAMAS & CLARK COUNTY																													
01/01/2020 - 12/31/2024 See 2nd tab below for road info																													
Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from an occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.																													
KAI Intersection #	KAI Assigned	JURISDICTION	COUNTY	CITY	PRIMARY TRAFFIC WAY	MILE POST	BLOCK NUMBER	INTERSECTING TRAFFIC WAY	INTERSECTING COUNTY ROAD MP	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE NAME	SR ONLY HISTORY / SUSPENSE IND	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	KAI - Crash Severity	# INJ	# FAT	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090								No	E484265	11/24/2020	15:25	Possible Injury	Injury	2	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Driveway Related but Not	Overcast	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	E810619	02/28/2021	16:35	No Apparent Injury	PDO	0	0	0	0	1	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	E842601	06/15/2021	18:31	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Raining	Wet
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	E853840	07/20/2021	15:50	Suspected Minor Injury	Injury	3	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	E869640	09/01/2021	11:59	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	E064349	05/21/2023	16:55	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Overcast	Dry
1	NE 232nd Ave/NE 28th St	County	Clark		93350	3.090		30950	2.890					No	E742731	02/18/2024	15:52	Unknown	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Overcast	Unknown
1	NE 232nd Ave/NE 28th St	County	Clark		30950	2.890		93350	3.090					No	E818552	05/28/2024	14:30	No Apparent Injury	PDO	0	0	0	0	0	Truck & Trailer		At Intersection and Related	Overcast	Dry
2	SR 500/NE 28th St	State	Clark		500	13.85								No	E687310	09/03/2021	08:40	Suspected Minor Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
2	SR 500/NE 28th St	State	Clark		500	13.84								No	E887073	11/06/2021	15:55	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Passenger Car	At Driveway within Major	Raining	Wet
2	SR 500/NE 28th St	State	Clark		500	13.84								No	E077436	07/04/2023	16:05	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly	Dry
2	SR 500/NE 28th St	State	Clark		500	13.84								No	E31345	10/28/2024	07:59	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Driveway within Major	Overcast	Wet
2	SR 500/NE 28th St	County	Clark		93350	3.580								No	E417727	02/21/2020	21:32	Possible Injury	Injury	1	0	0	0	0	Passenger Car		Not at Intersection and Not	Clear	Dry
3	SR 500/NE 249th Ave	State	Clark		500	14.20								No	E412626	01/21/2020	02:36	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car		Not at Intersection and Not	Raining	Wet
3	SR 500/NE 249th Ave	State	Clark		500	14.20								No	E423775	03/06/2020	10:15	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Driveway	Overcast	Wet
3	SR 500/NE 249th Ave	State	Clark		500	14.20								No	E451132	07/29/2020	23:49	Suspected Minor Injury	Injury	1	0	0	0	0	Motorcycle		At Intersection and Not	Clear	Dry
3	SR 500/NE 249th Ave	State	Clark		500	14.21								No	E04351	12/23/2021	08:12	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Related	Raining	Wet
3	SR 500/NE 249th Ave	State	Clark		500	14.22								No	E039574	02/27/2023	16:30	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car		Not at Intersection and Not	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	E479205	10/28/2020	22:10	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Not	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	E735152	08/17/2022	19:00	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car		At Intersection and Not	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	E051725	04/12/2023	17:53	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Not	Clear	Dry
6	SR 500/SE 3rd St	State	Clark		500	16.36								No	E827275	05/29/2024	23:10	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car		At Intersection and Not	Clear	Dry
7	SR 500/NE Everett Dr	State	Clark	Camas	500	16.95								No	E437248	05/30/2020	14:02	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Not	Overcast	Dry
7	SR 500/NE Everett Dr	State	Clark	Camas	500	16.94								No	E39091	04/12/2022	16:39	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car		At Intersection and Not	Overcast	Wet
7	SR 500/NE Everett Dr	State	Clark	Camas	500	16.94								No	E48090	12/18/2024	12:35	Suspected Minor Injury	Injury	2	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Related	Overcast	Wet
8	SR 500/SE Leadbetter Rd	State	Clark	Camas	500	17.26								No	E38859	09/29/2022	15:12	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Passenger Car	Not at Intersection and Not	Overcast	Dry
8	SR 500/SE Leadbetter Rd	State	Clark	Camas	500	17.26								No	E04672	10/17/2022	11:32	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly	Dry
8	SR 500/SE Leadbetter Rd	State	Clark	Camas	500	17.26								No	E99646	07/23/2024	14:39	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly	Dry
9	SR 500/NE 43rd Ave	State	Clark	Camas	500	17.33								No	E02446	12/14/2021	08:40	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car		At Intersection and Related	Clear	Ice
9	SR 500/NE 43rd Ave	State	Clark	Camas	500	17.33								No	E13028	01/11/2022	08:25	Suspected Minor Injury	Injury	3	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Raining	Wet
9	SR 500/NE 43rd Ave	State	Clark	Camas	500	17.33								No	E15278	09/13/2024	22:45	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Related	Clear or Partly	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.94								No	E688144	09/10/2021	22:38	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	Circulating Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	E077972	07/09/2020	18:23	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Clear or Partly	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.96								No	E112985	10/23/2023	17:36	Possible Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	E59686	03/10/2024	18:46	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car		Circulating Roundabout	Raining	Wet
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.94								No	E70253	03/21/2024	23:58	Suspected Minor Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Circulating Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	E76103	05/11/2024	14:27	Possible Injury	Injury	1	0	0	0	0	Passenger Car	Passenger Car	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	E44810	12/10/2024	18:11	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Entering Roundabout	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.95								No	E45423	12/12/2024	18:14	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Passenger Car	Entering Roundabout	Raining	Wet
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.84								No	E42073	03/09/2020	09:33	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.90								No	E487306	12/07/2020	08:30	No Apparent Injury	PDO	0	0	0	0	0	Passenger Car	Pickup,Panel Truck or Vanette	At Intersection and Not	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.85								No	E48959	02/04/2024	19:41	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Not	Clear	Dry
10	SR 500/NW Lake Rd	State	Clark	Camas	500	17.89								No	E720538	09/30/2024	19:14	Possible Injury	Injury	1	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Intersection and Not	Clear	Dry
12	SR 500/NE 15th Ave	City	Str	Clark	Camas	NE 15TH AVE	500			43	F	E	NE EVERETT	No	E441160	06/17/2020	18:45	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	At Driveway	Clear or Partly	Dry
12	SR 500/NE 15th Ave	State	Clark	Camas	500	18.73								No	E824372	04/22/2021	15:53	No Apparent Injury	PDO	0	0	0	0	0	Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Vanette	Not at Intersection and Not	Clear	Dry
12	SR 500/NE 15th Ave	State	Clark	Camas	500	18.75								No	E31626	11/07/2023	16:17	Suspected Minor Injury	Injury	1	0	0	0	0	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Wet
13	SR 500/NE 14th Ave	State	Clark	Camas																									

[illegible]

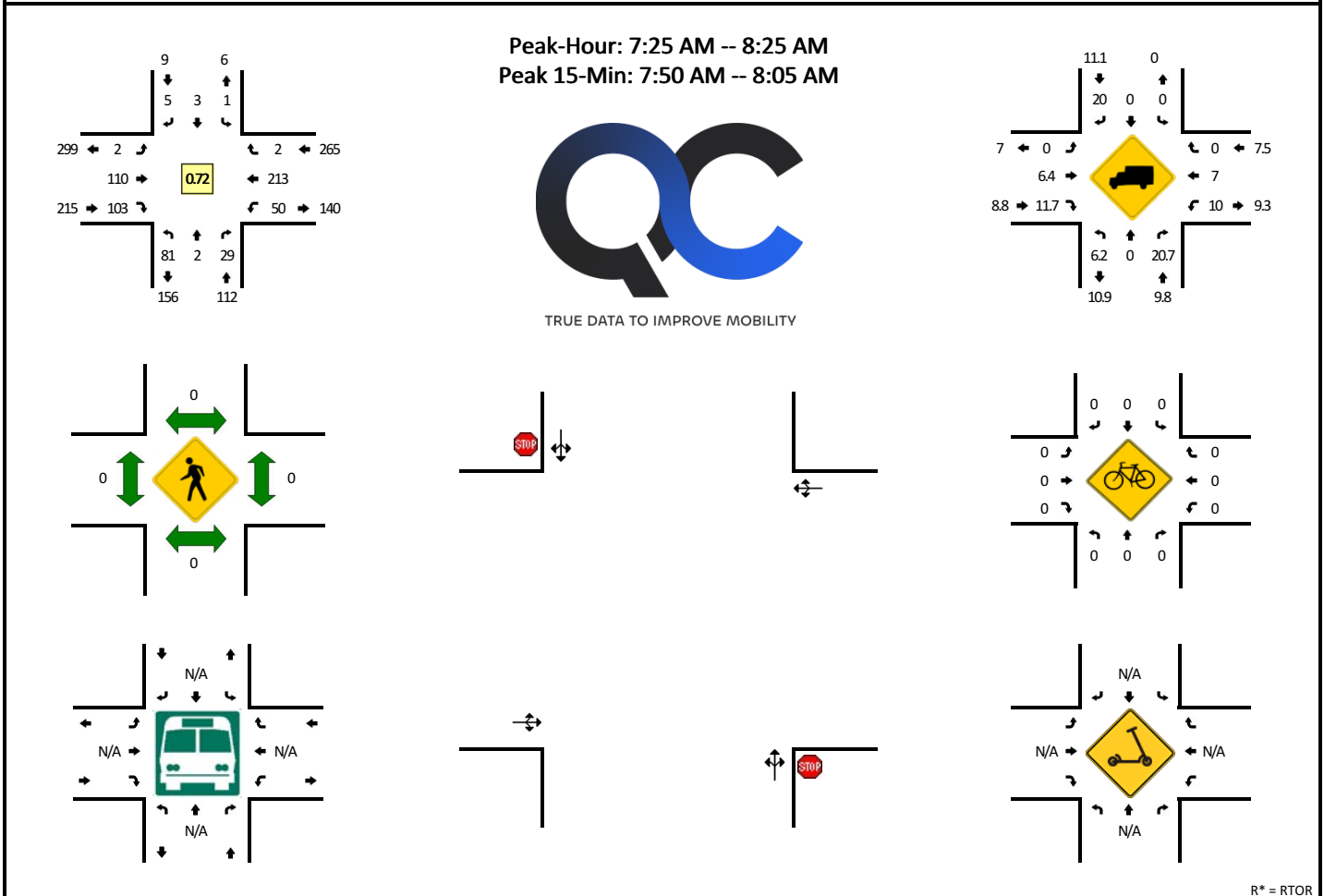
Appendix C: Traffic Count Data

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

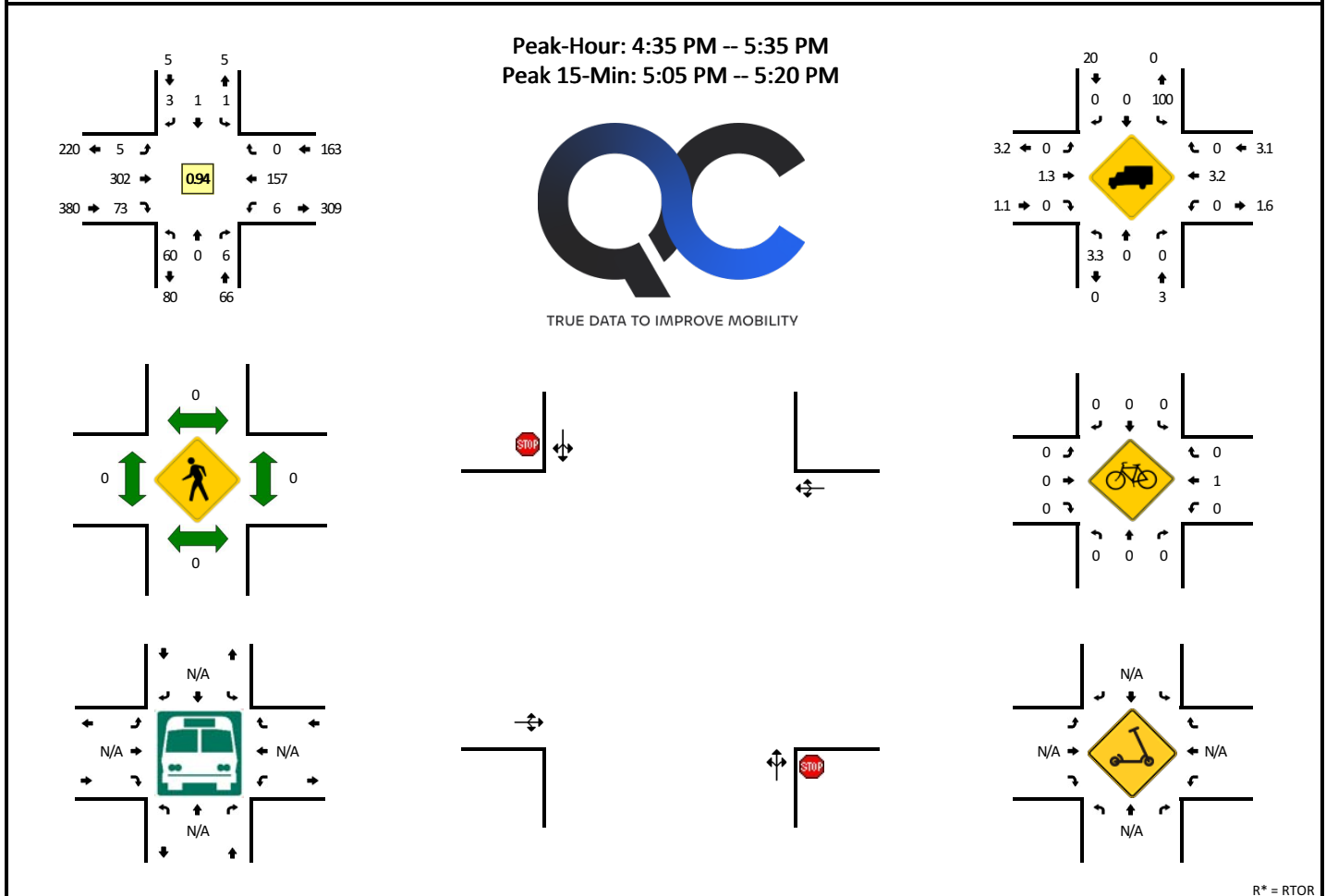
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

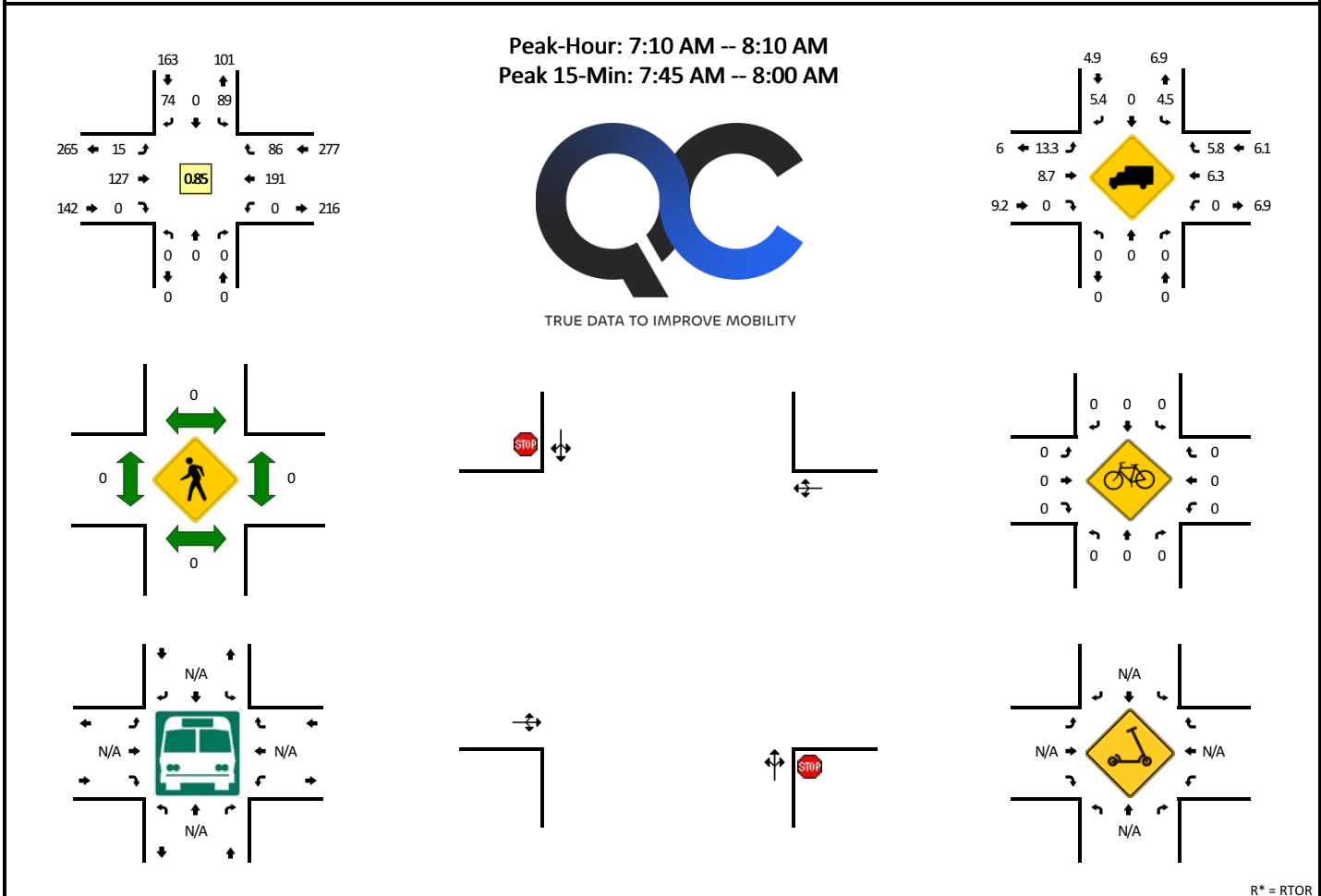
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

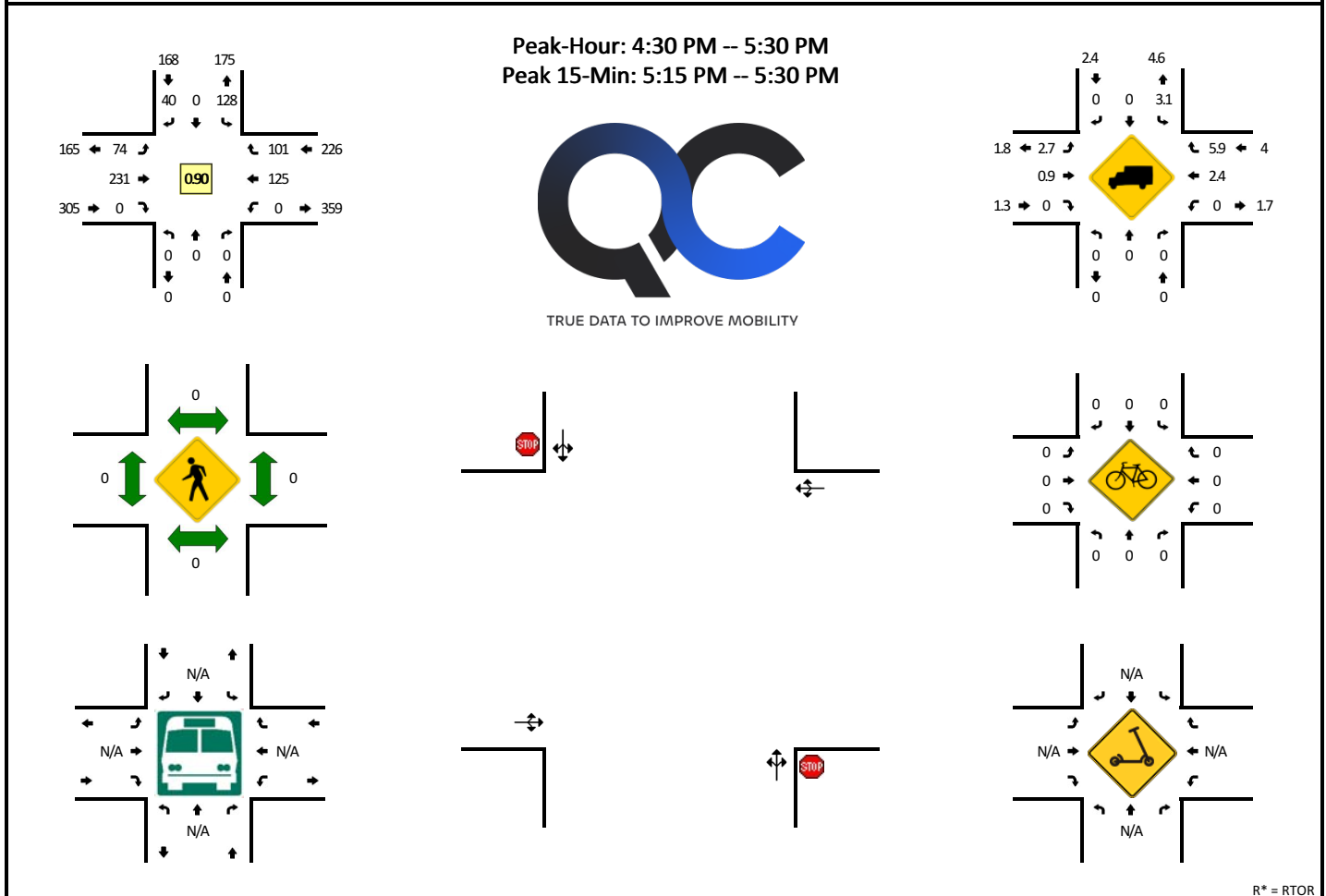
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

5-Min Count Period Beginning At	NE 242nd Ave (SR 500) (Northbound)					NE 242nd Ave (SR 500) (Southbound)					NE 28th St (Eastbound)					NE 28th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	1	0	0	0	0	15	0	3	0	0	5	18	0	0	0	0	9	6	0	0	57	
4:05 PM	0	0	0	0	0	12	0	3	0	0	7	28	0	0	0	0	16	9	0	0	75	
4:10 PM	0	0	0	0	0	5	0	2	0	0	9	21	0	0	0	0	17	11	0	0	65	
4:15 PM	0	0	0	0	0	11	0	5	0	0	3	8	0	0	0	0	13	8	0	0	48	
4:20 PM	0	0	0	0	0	5	0	1	0	0	3	10	0	0	0	0	17	10	0	0	46	
4:25 PM	0	0	0	0	0	10	0	4	0	0	3	24	0	0	0	0	9	9	0	0	59	
4:30 PM	0	0	0	0	0	10	0	2	0	0	3	15	0	0	0	0	15	10	0	0	55	
4:35 PM	0	0	0	0	0	9	0	0	0	0	8	22	0	0	0	0	14	9	0	0	62	
4:40 PM	0	0	0	0	0	12	0	8	0	0	11	19	0	0	0	0	10	13	0	0	73	
4:45 PM	0	0	0	0	0	14	0	8	0	0	7	14	0	0	0	0	7	6	0	0	56	
4:50 PM	0	0	0	0	0	12	0	3	0	0	4	13	0	0	0	0	11	3	0	0	46	
4:55 PM	0	0	0	0	0	5	0	5	0	0	4	21	0	0	0	0	6	6	0	0	47	
5:00 PM	0	0	0	0	0	14	0	1	0	0	5	17	0	0	0	0	10	10	0	0	57	689
5:05 PM	0	0	0	0	0	11	0	0	0	0	7	16	0	0	0	0	8	8	0	0	50	664
5:10 PM	0	0	0	0	0	6	0	3	0	0	8	21	0	0	0	0	11	9	0	0	58	657
5:15 PM	0	0	0	0	0	9	0	4	0	0	3	24	0	0	0	0	13	13	0	0	66	675
5:20 PM	0	0	0	0	0	16	0	2	0	0	7	23	0	0	0	0	10	5	0	0	63	692
5:25 PM	0	0	0	0	0	10	0	4	0	0	7	26	0	0	0	0	10	9	0	0	66	699
5:30 PM	0	0	0	0	0	9	0	2	0	0	5	16	0	0	0	0	8	10	0	0	50	694
5:35 PM	0	0	0	0	0	10	0	2	0	0	2	18	0	0	0	0	9	11	0	0	52	684
5:40 PM	0	0	0	0	0	2	0	4	0	0	6	20	0	0	0	0	8	6	0	0	46	657
5:45 PM	0	0	0	0	0	9	0	5	0	0	5	15	0	0	0	0	13	4	0	0	51	652
5:50 PM	0	0	0	0	0	10	0	4	0	0	5	17	0	0	0	0	13	10	0	0	59	665
5:55 PM	0	0	0	0	0	6	0	1	0	0	8	15	0	0	0	0	15	4	0	0	49	667
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	140	0	40	0	0	68	292	0	0	0	0	132	108	0	0	780	
Heavy Trucks	0	0	0			4	0	0			0	8	0			0	0	0			12	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Type of peak hour being reported: Intersection Peak

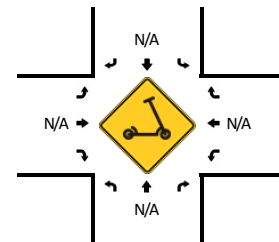
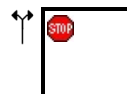
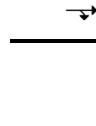
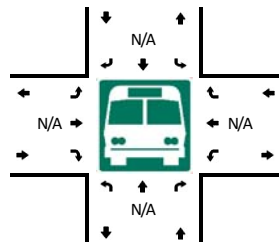
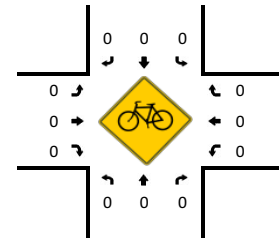
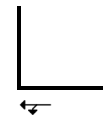
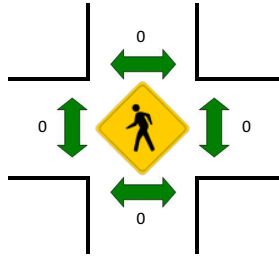
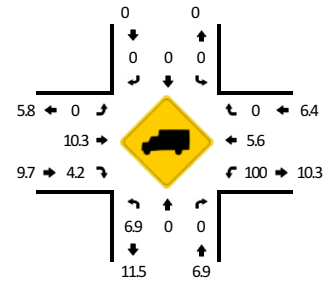
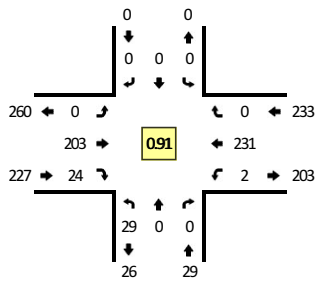
Method for determining peak hour: Total Entering Volume

LOCATION: NE 249th Ave -- NE 25th St (SR 500)**QC JOB #:** 16977005**CITY/STATE:** Fern Prairie, WA**DATE:** Tue, Apr 8 2025

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



TRUE DATA TO IMPROVE MOBILITY



R* = RTOR

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

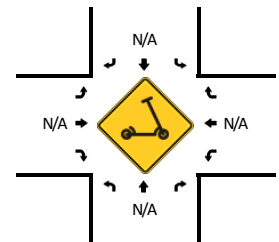
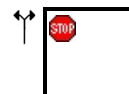
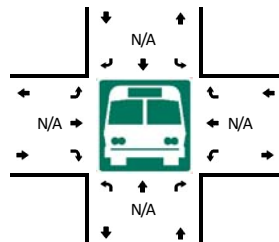
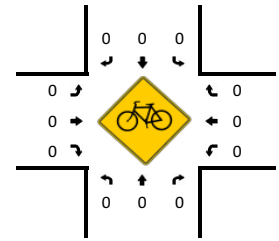
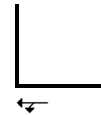
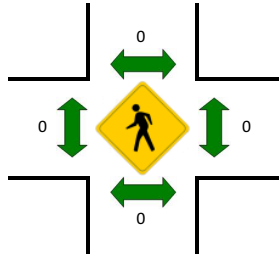
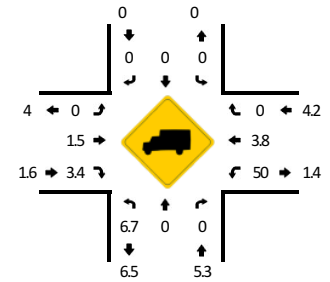
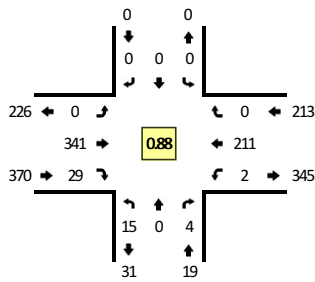
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE 249th Ave -- NE 25th St (SR 500)**CITY/STATE:** Fern Prairie, WA**QC JOB #:** 16977006**DATE:** Tue, Apr 8 2025

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



R* = RTOR

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

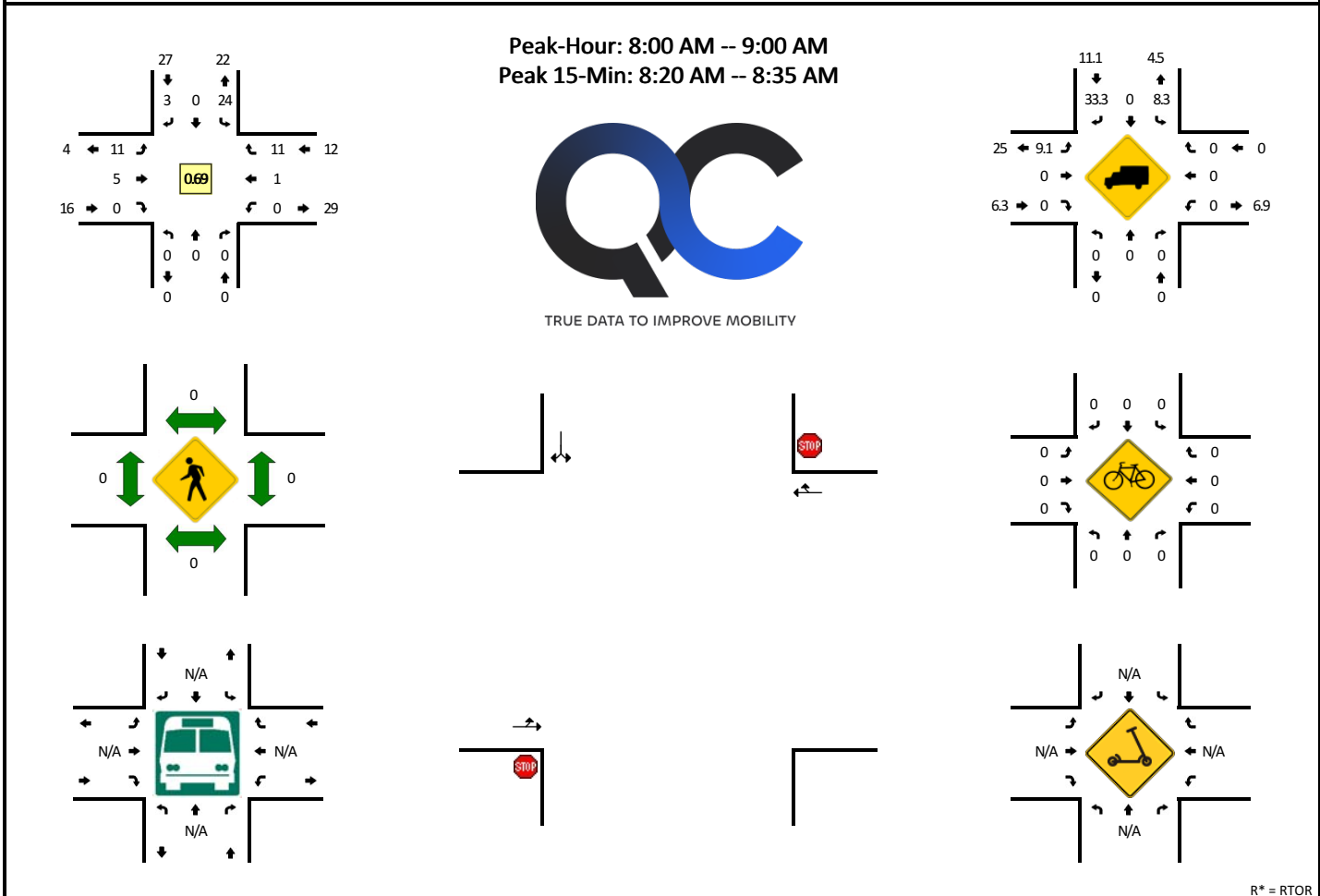
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

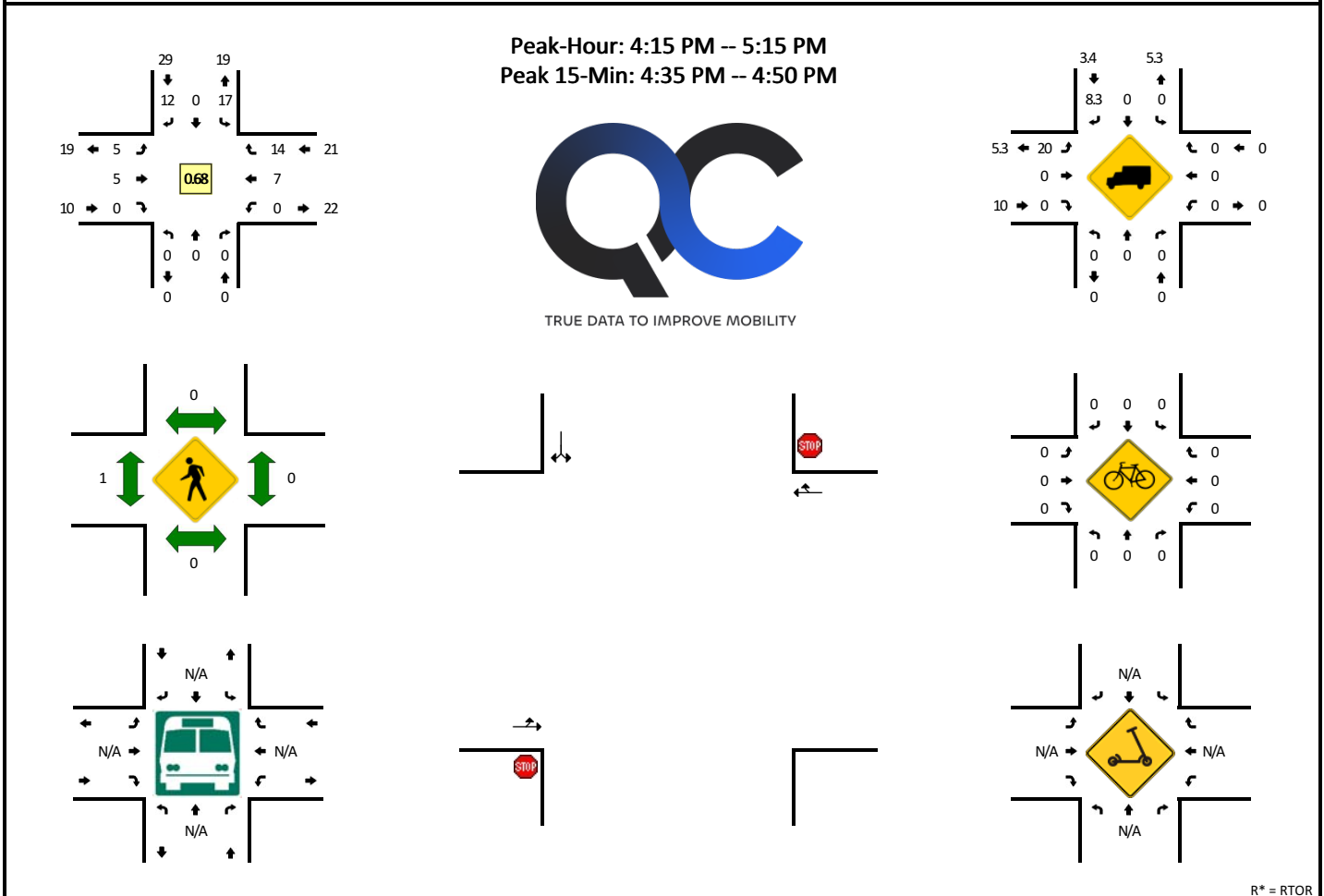
Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

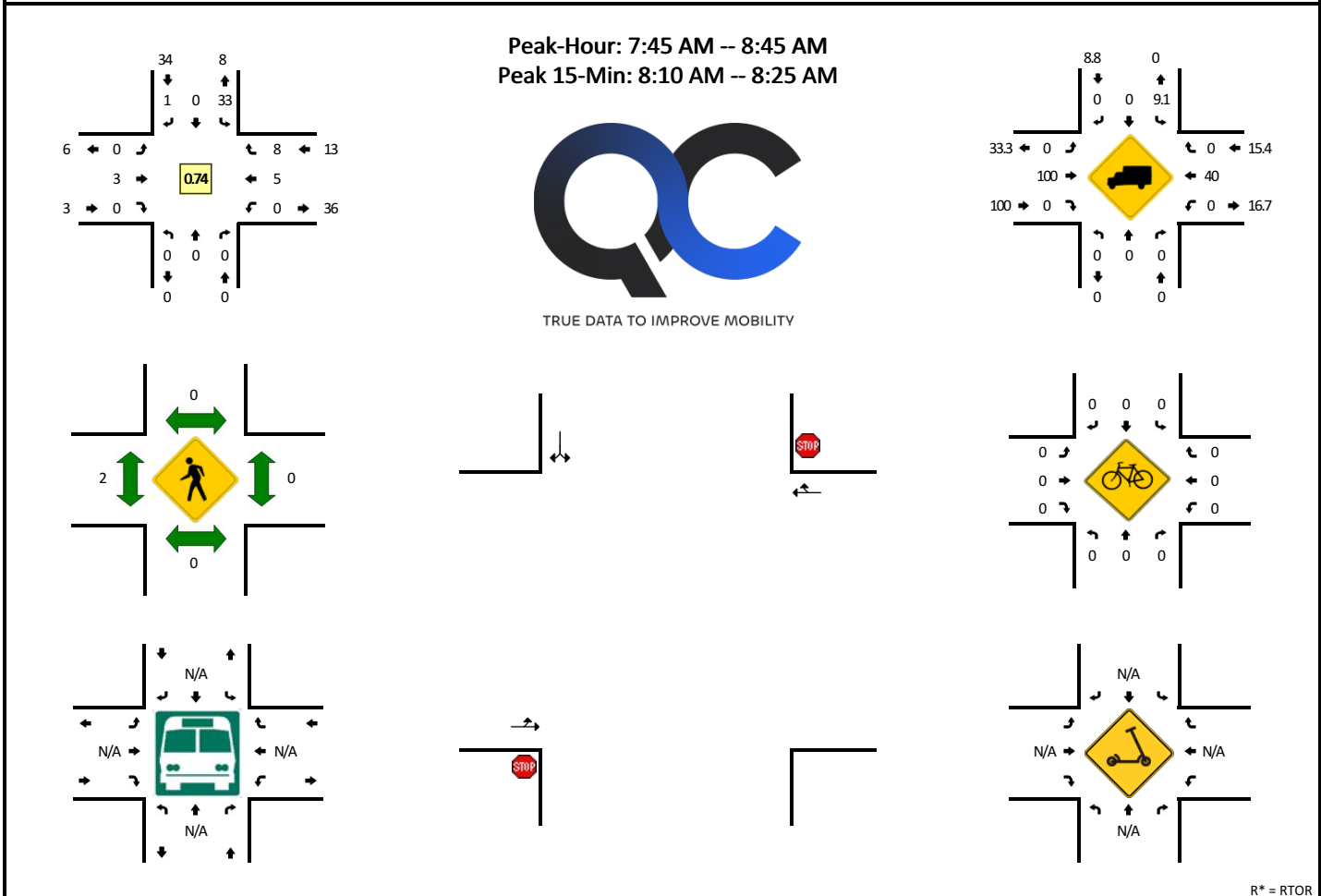
Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

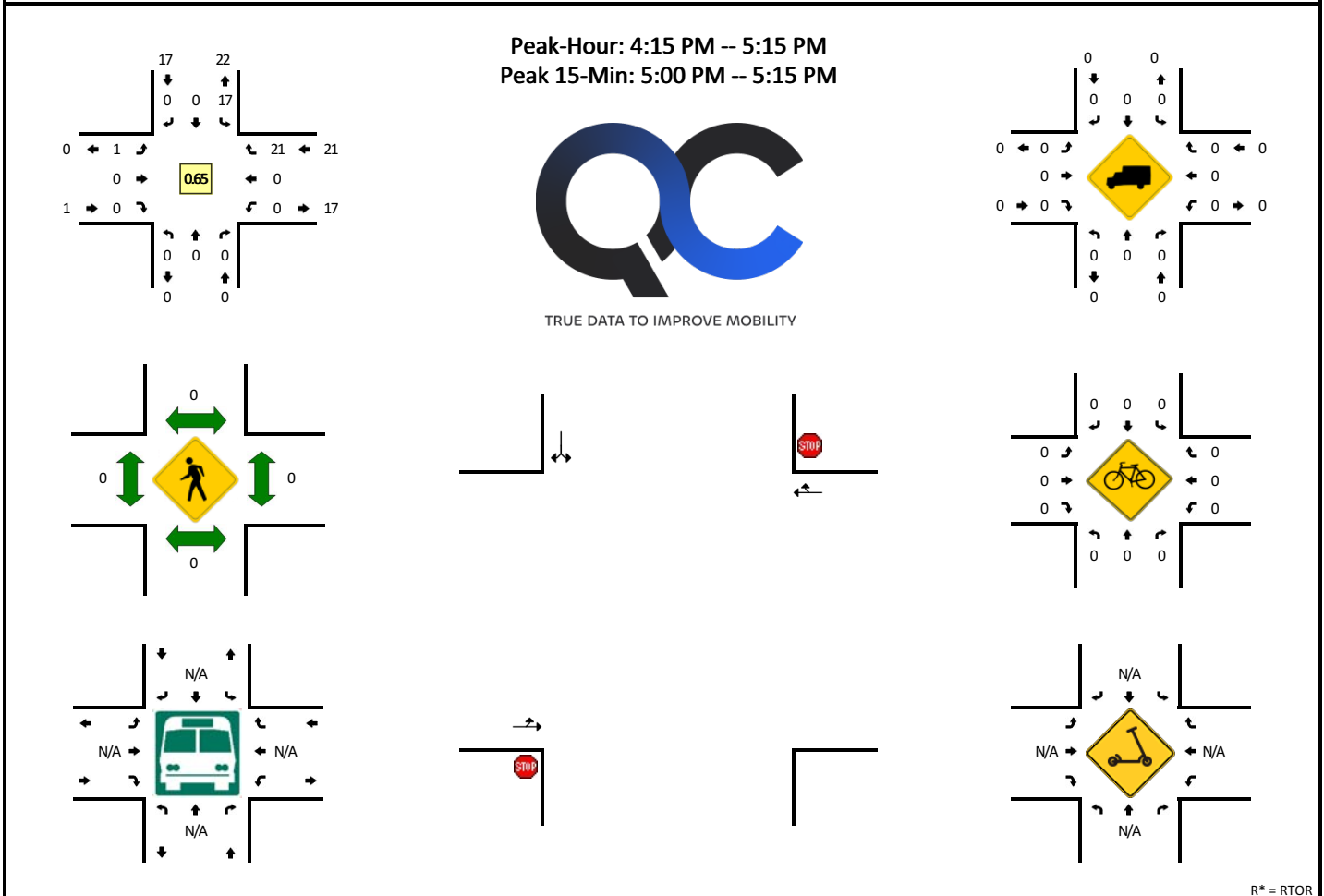
Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

5-Min Count Period Beginning At	NE 257th Ave (Northbound)					NE 257th Ave (Southbound)					NE 3rd St (Eastbound)					NE 3rd St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	
4:05 PM	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	
4:10 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	4	
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	
4:40 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	7	
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	36
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	37
5:05 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	38
5:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5	39
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	35
5:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	36
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	38
5:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	38
5:40 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	4	35
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	34
5:50 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0	5	38
5:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	28	0	0	60	
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

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

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

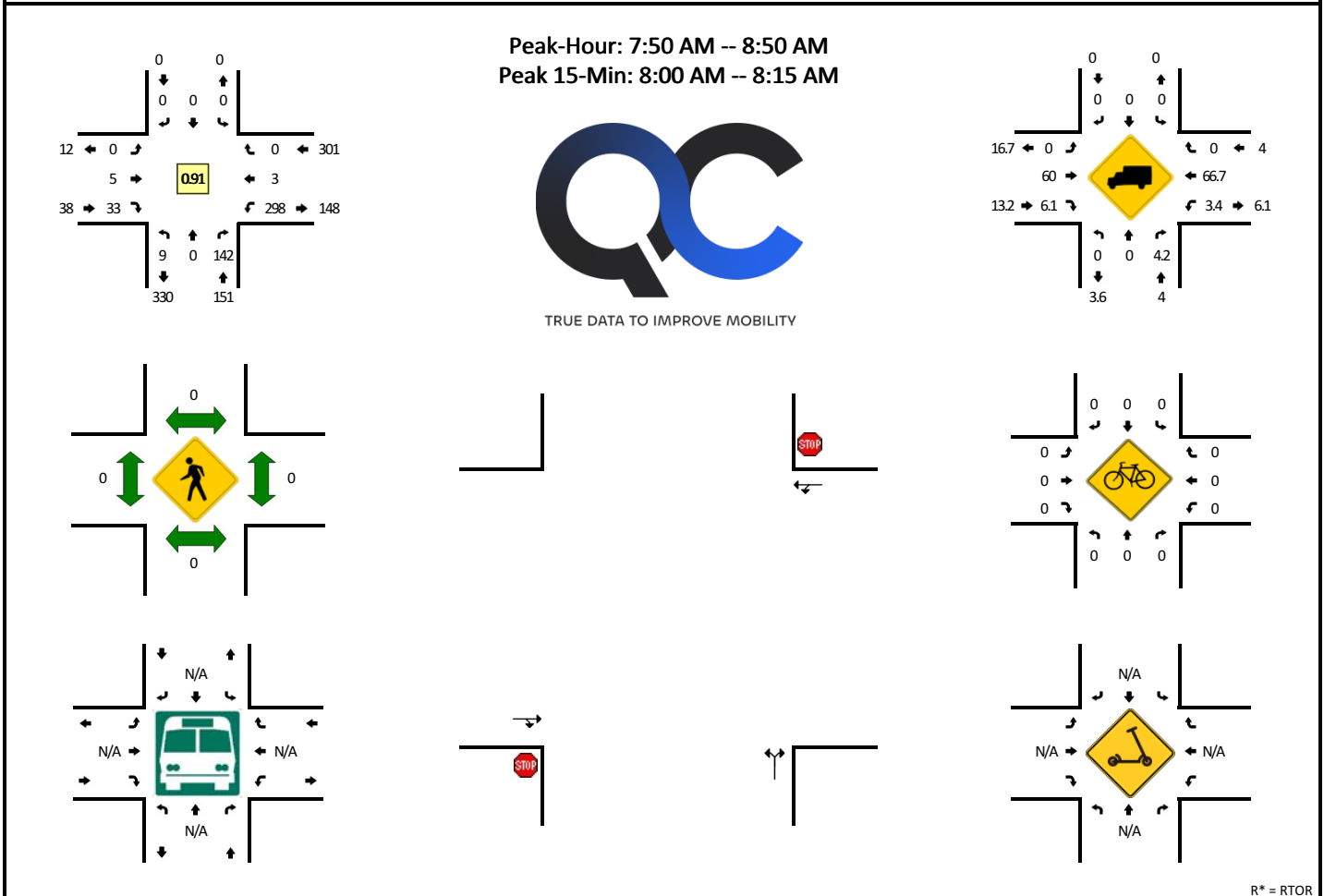
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

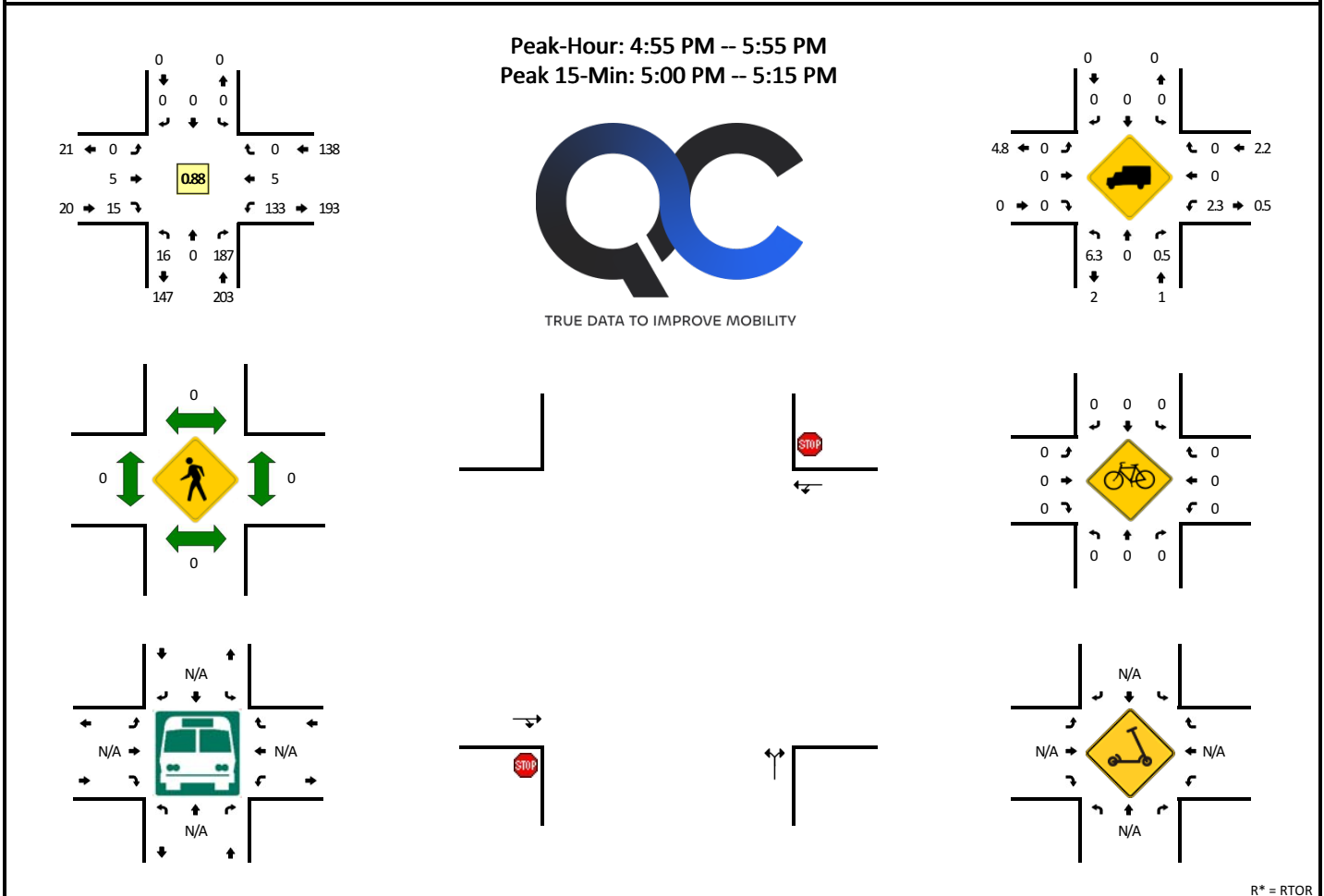
Comments: Only EB has a stop sign for this location, EB/WB stop sign shown due to technical limitations

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

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

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

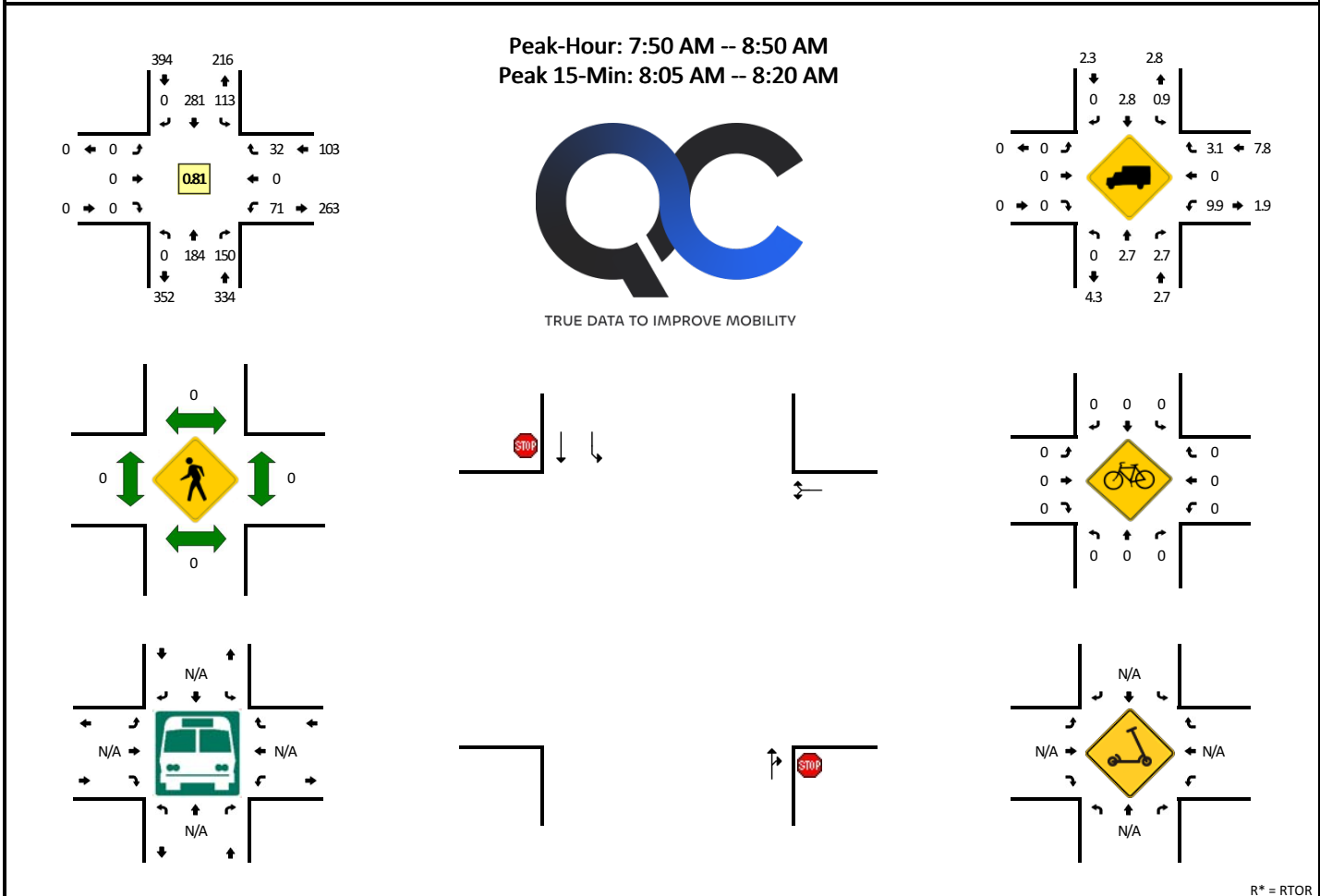
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

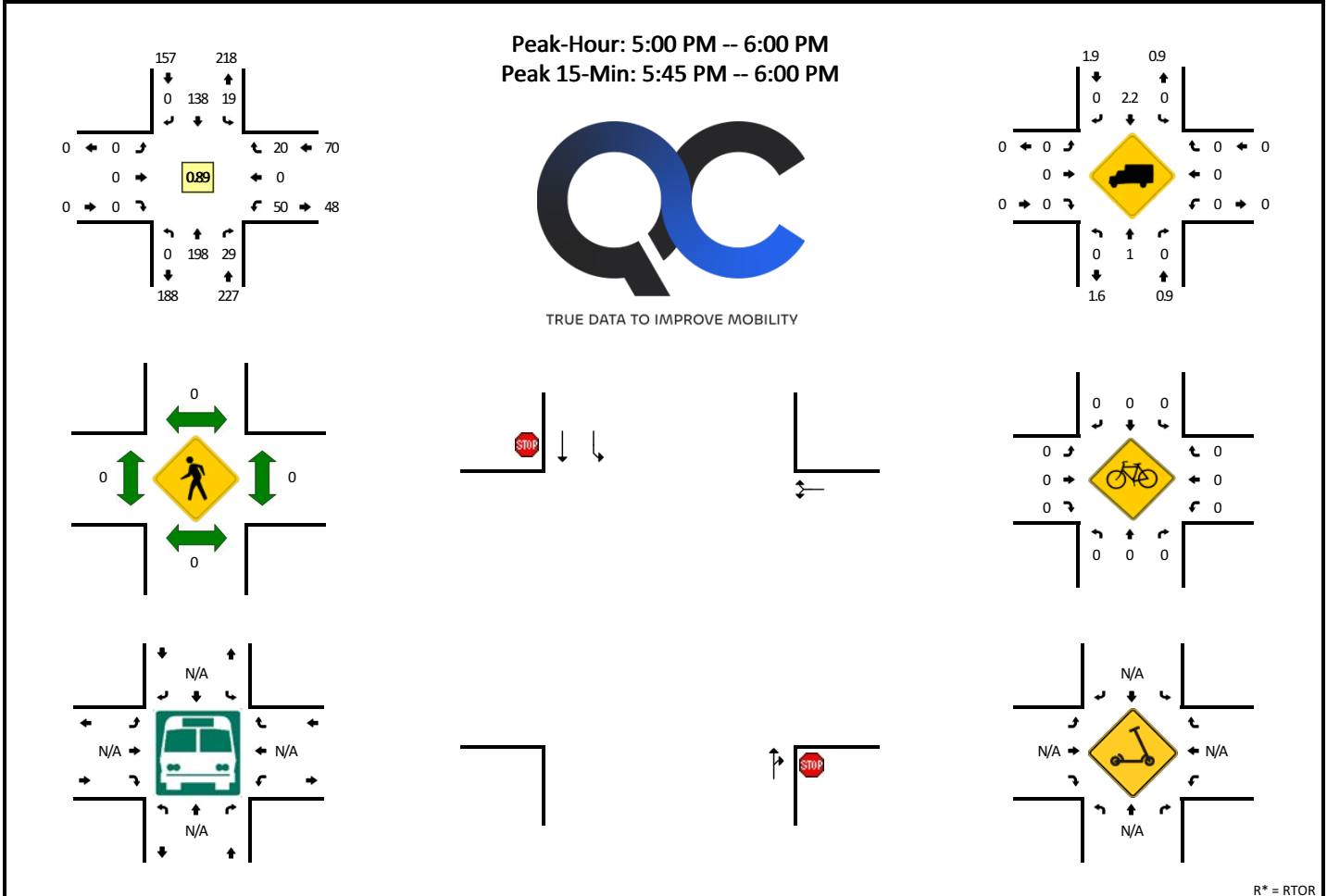
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

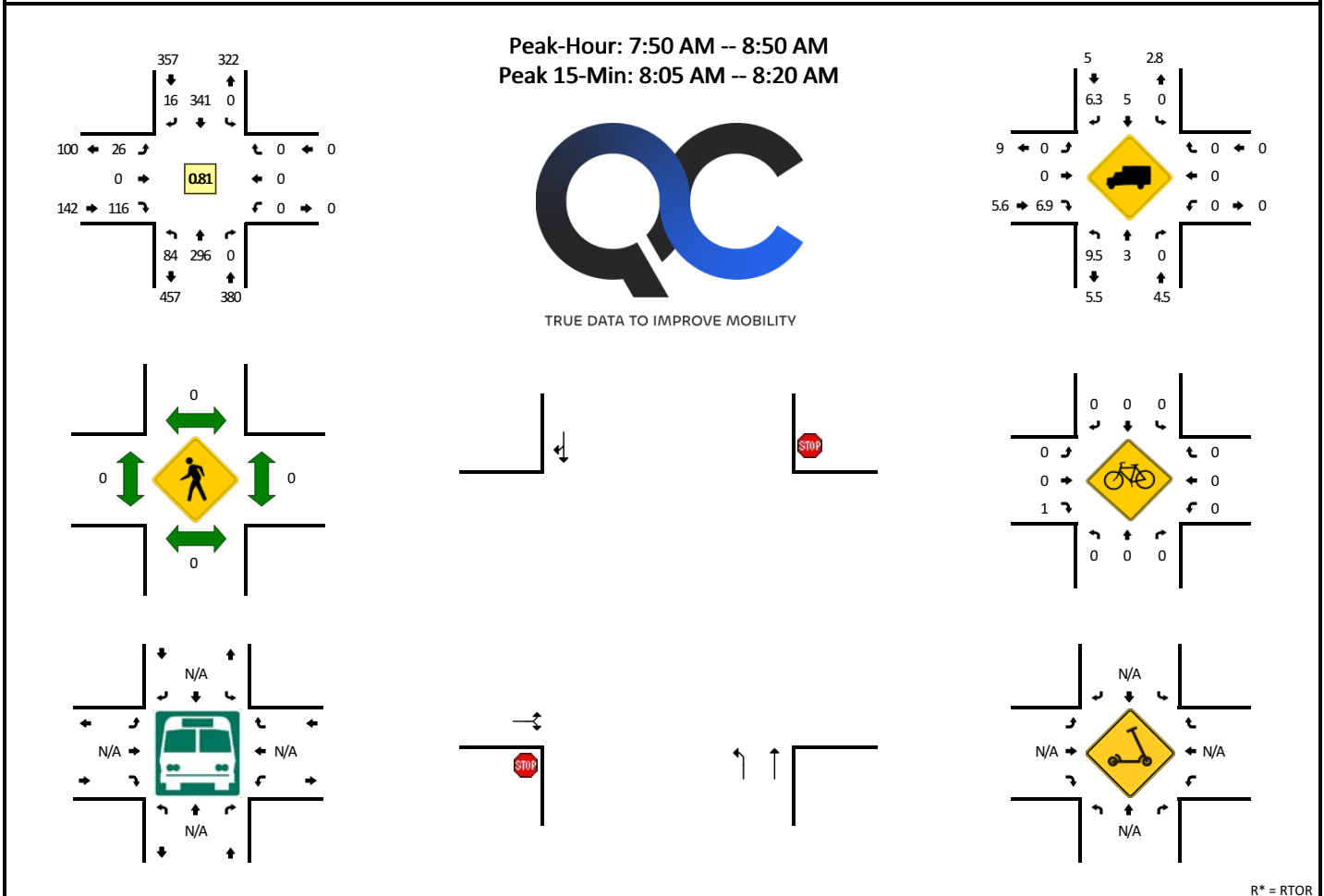
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

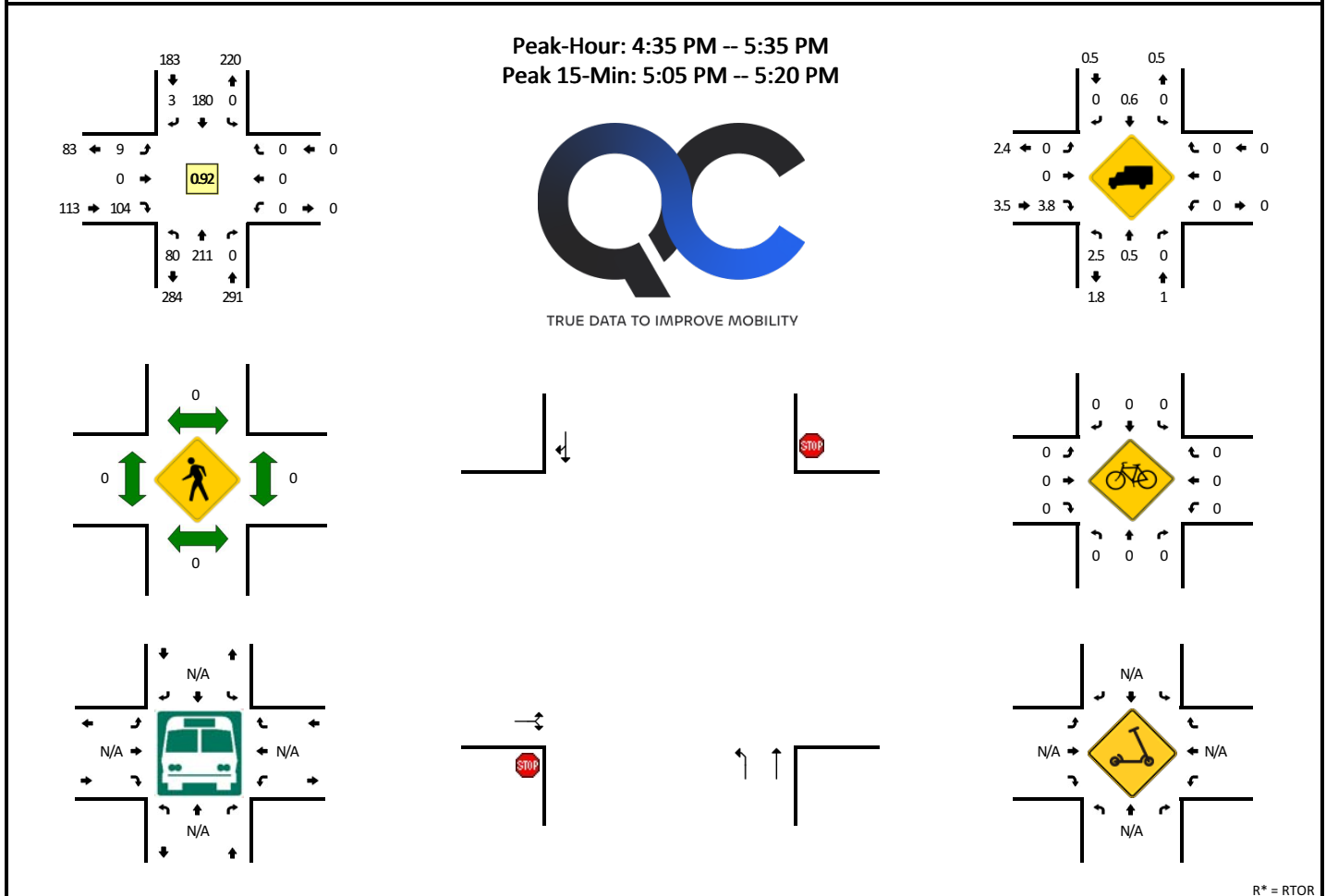
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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

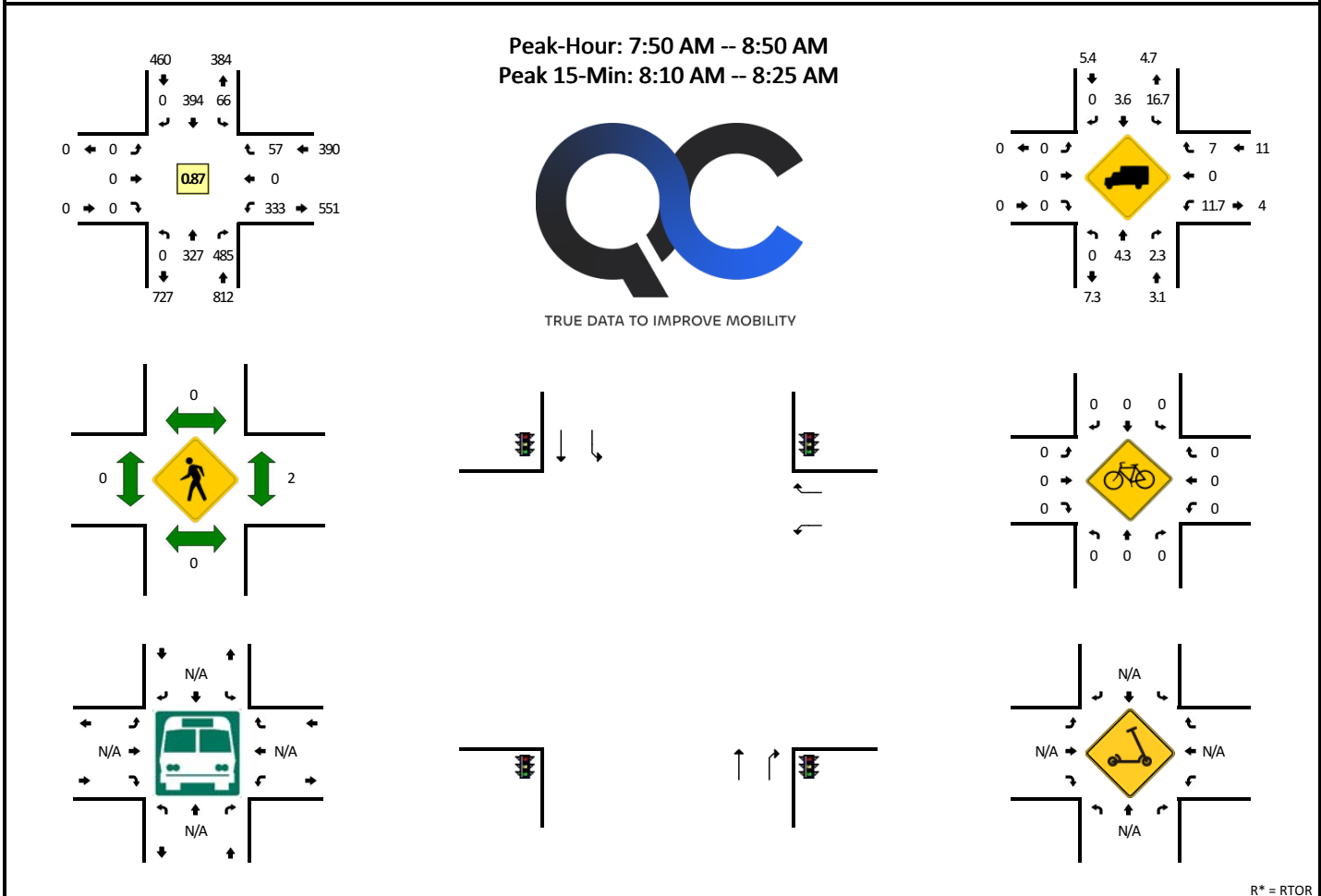


5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					SE Leadbetter Rd (Eastbound)					SE Leadbetter Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	18	0	0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

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE Everett St (SR 500) -- NE 43rd Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977020**DATE:** Tue, Apr 8 2025

R* = RTOR

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

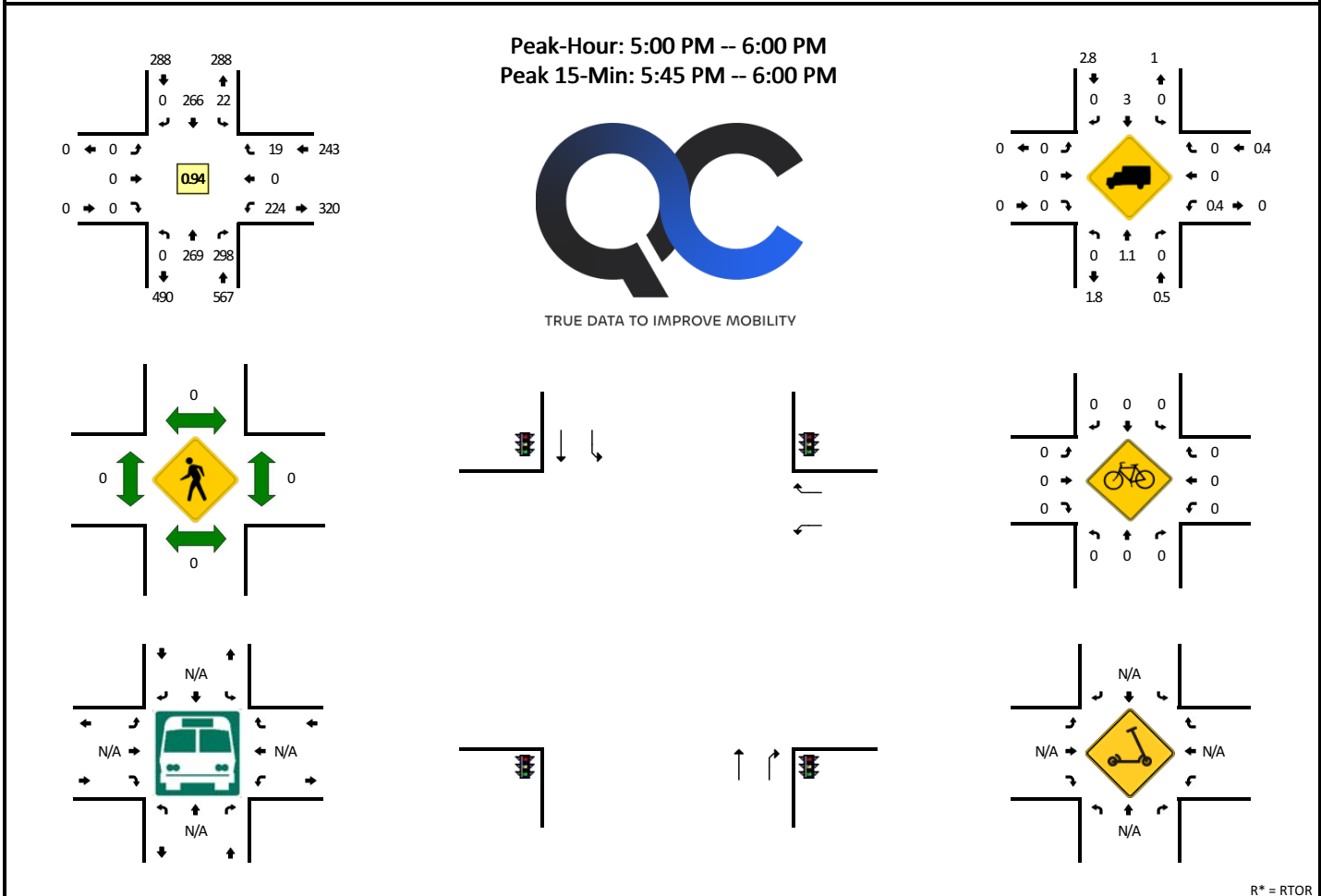
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

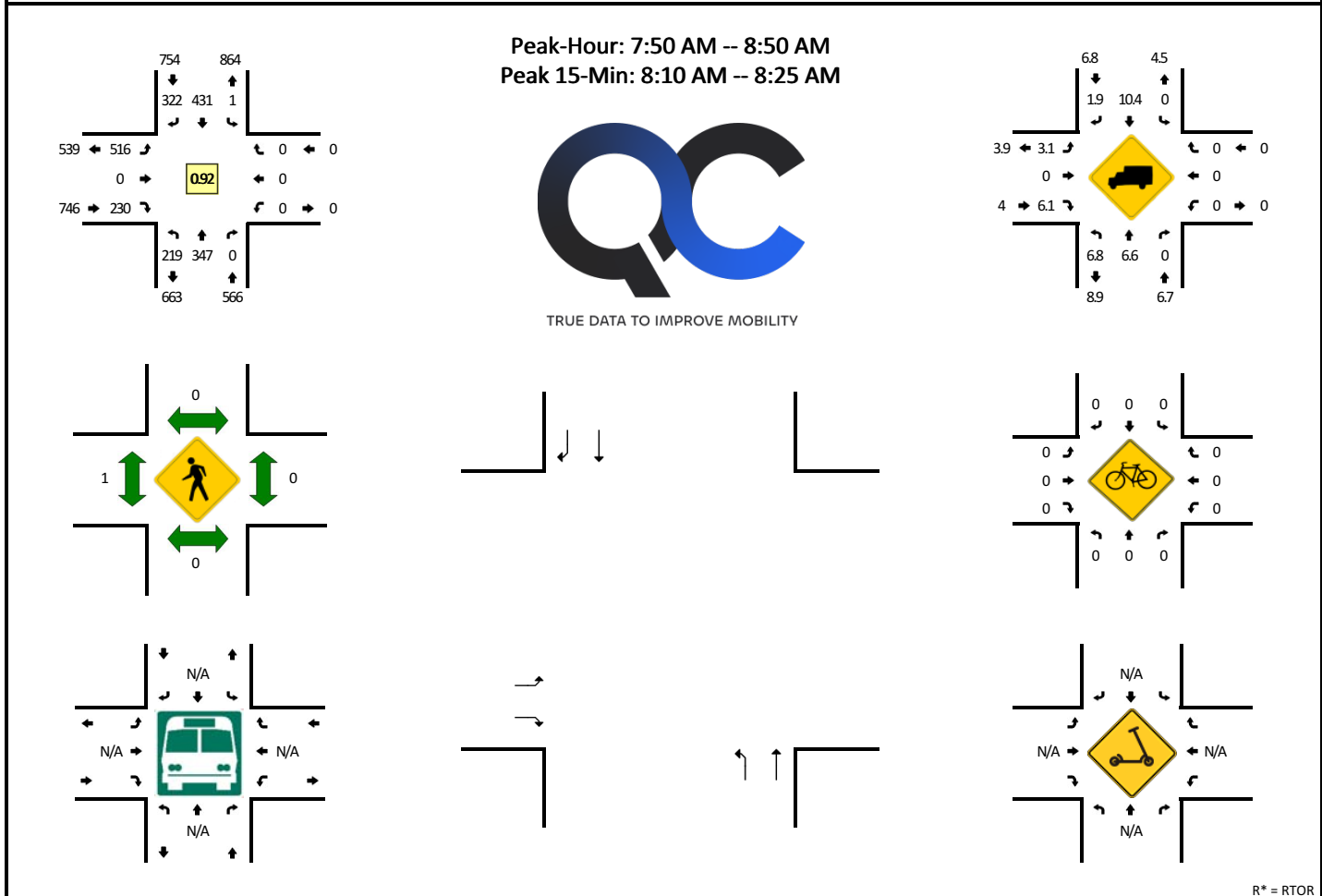
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
7:00 AM	9	15	0	0	0	0	12	17	0	0	12	0	8	0	0	0	0	0	0	0	0	73	
7:05 AM	2	15	0	0	0	0	14	14	0	0	12	0	8	0	0	0	0	0	0	0	0	65	
7:10 AM	8	11	0	0	0	0	14	19	0	0	14	0	6	0	0	0	0	0	0	0	0	72	
7:15 AM	14	12	0	0	0	0	11	16	1	0	13	0	10	0	0	0	0	0	0	0	0	77	
7:20 AM	9	17	0	0	0	0	15	22	1	0	18	0	3	0	0	0	0	0	0	0	0	85	
7:25 AM	11	15	0	0	0	0	18	10	0	0	16	0	9	0	0	0	0	0	0	0	0	79	
7:30 AM	9	19	0	0	0	0	22	24	0	0	5	0	9	0	0	0	0	0	0	0	0	88	
7:35 AM	13	16	0	0	0	0	22	21	0	0	9	0	12	0	0	0	0	0	0	0	0	93	
7:40 AM	11	20	0	0	0	0	34	25	0	0	22	0	19	0	0	0	0	0	0	0	0	131	
7:45 AM	22	24	0	0	0	0	31	20	0	0	22	0	20	0	0	0	0	0	0	0	0	139	
7:50 AM	30	31	0	0	0	0	30	24	0	0	20	0	22	0	0	0	0	0	0	0	0	157	1214 1287 1406
7:55 AM	22	28	0	1	0	0	28	19	1	0	38	0	18	0	0	0	0	0	0	0	0	155	
8:00 AM	14	38	0	0	0	0	10	15	0	0	53	0	16	0	0	0	0	0	0	0	0	146	
8:05 AM	20	34	0	0	0	0	35	21	0	0	55	0	19	0	0	0	0	0	0	0	0	184	
8:10 AM	12	28	0	0	0	0	38	37	0	0	54	0	23	0	0	0	0	0	0	0	0	192	1526
8:15 AM	19	34	0	0	0	0	29	30	0	0	57	0	12	0	0	0	0	0	0	0	0	181	1630
8:20 AM	15	32	0	1	0	0	36	28	0	0	61	0	16	0	0	0	0	0	0	0	0	189	1734
8:25 AM	9	29	0	0	0	0	38	28	0	0	53	0	12	0	0	0	0	0	0	0	0	169	1824
8:30 AM	13	34	0	0	0	0	45	17	0	0	50	0	14	0	0	0	0	0	0	0	0	173	1909
8:35 AM	19	25	0	0	0	0	51	35	0	0	42	0	27	0	0	0	0	0	0	0	0	199	2015
8:40 AM	23	18	0	0	0	0	42	24	0	0	19	0	28	0	0	0	0	0	0	0	0	154	2038
8:45 AM	21	16	0	0	0	0	49	44	0	0	14	0	23	0	0	0	0	0	0	0	0	167	2066
8:50 AM	22	28	0	1	0	0	43	28	0	0	5	0	29	0	0	0	0	0	0	0	0	156	2065
8:55 AM	21	30	0	0	0	0	28	12	0	0	8	0	20	0	0	0	0	0	0	0	0	119	2029
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	184	376	0	4	0	0	412	380	0	0	688	0	204	0	0	0	0	0	0	0	0	2248	
Heavy Trucks	12	28	0			0	20	12			40	0	4			0	0	0				116	
Buses																						0	
Pedestrians		0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0				0	
Scooters																							

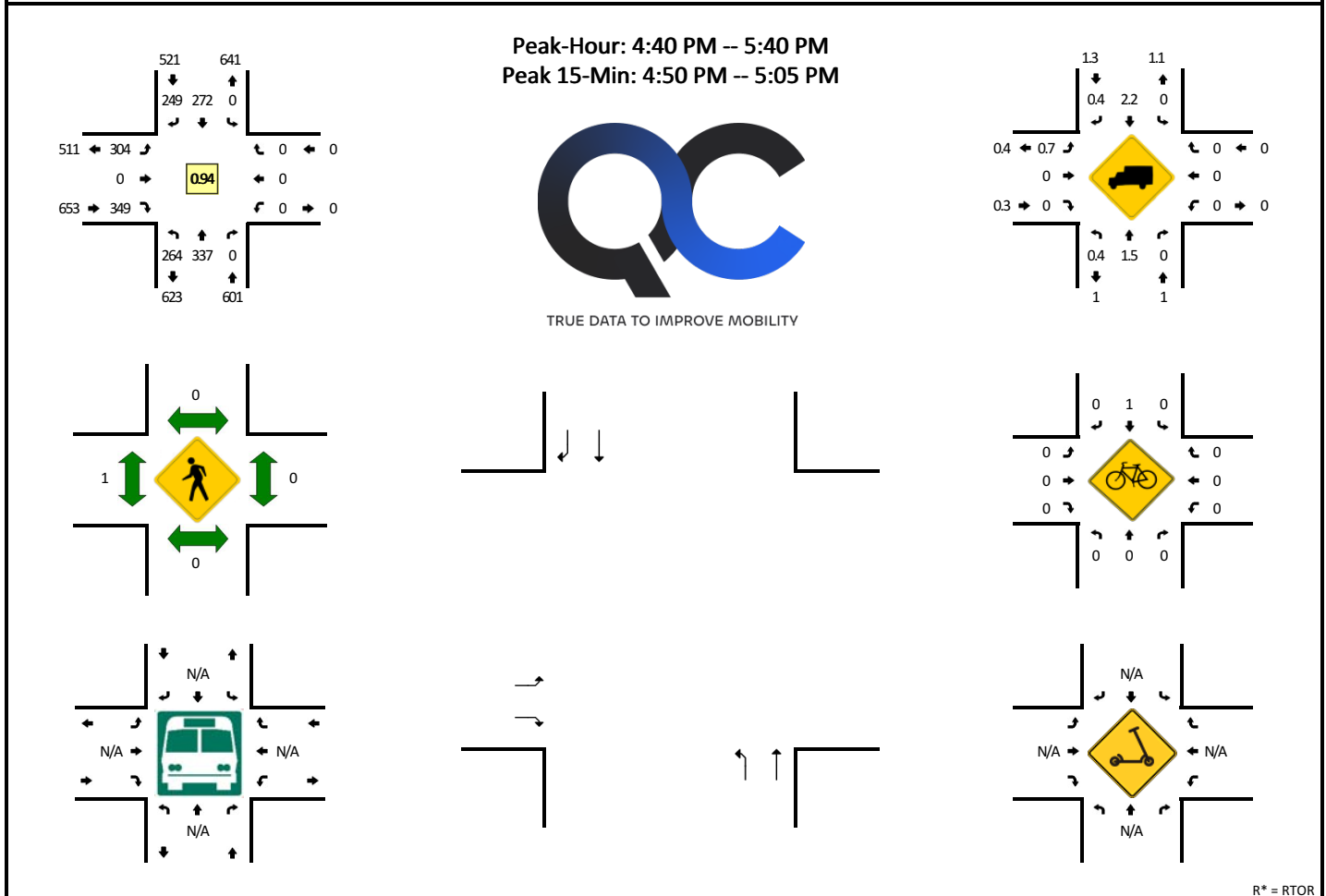
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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

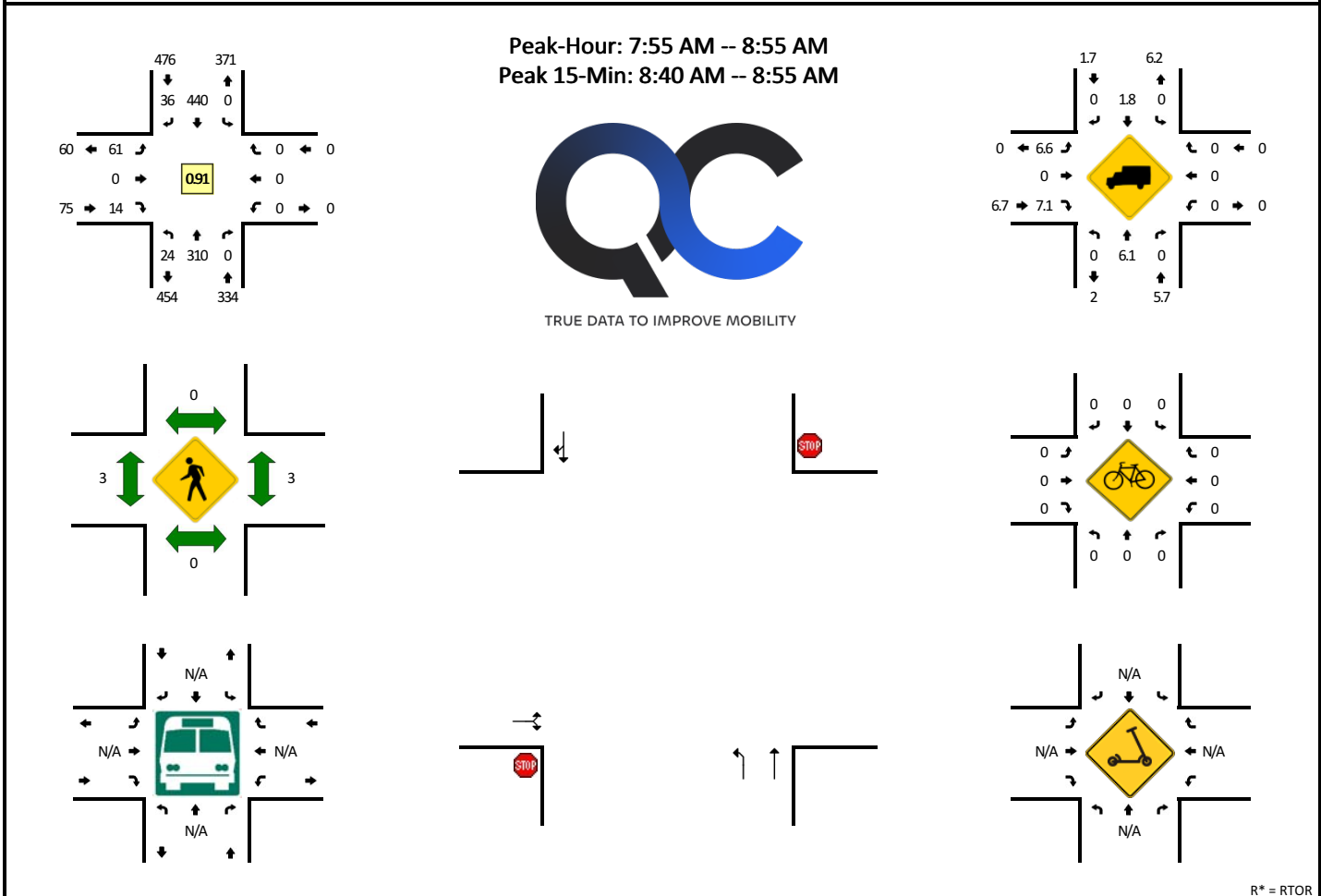


5-Min Count Period Beginning At	NE Everett St (SR 500) (Northbound)					NE Everett St (SR 500) (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
4:00 PM	20	29	0	0	0	0	23	17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

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE Everett St (SR 500) -- NE 17th Ave**QC JOB #:** 16977024**CITY/STATE:** Camas, WA**DATE:** Tue, Apr 8 2025

R* = RTOR

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

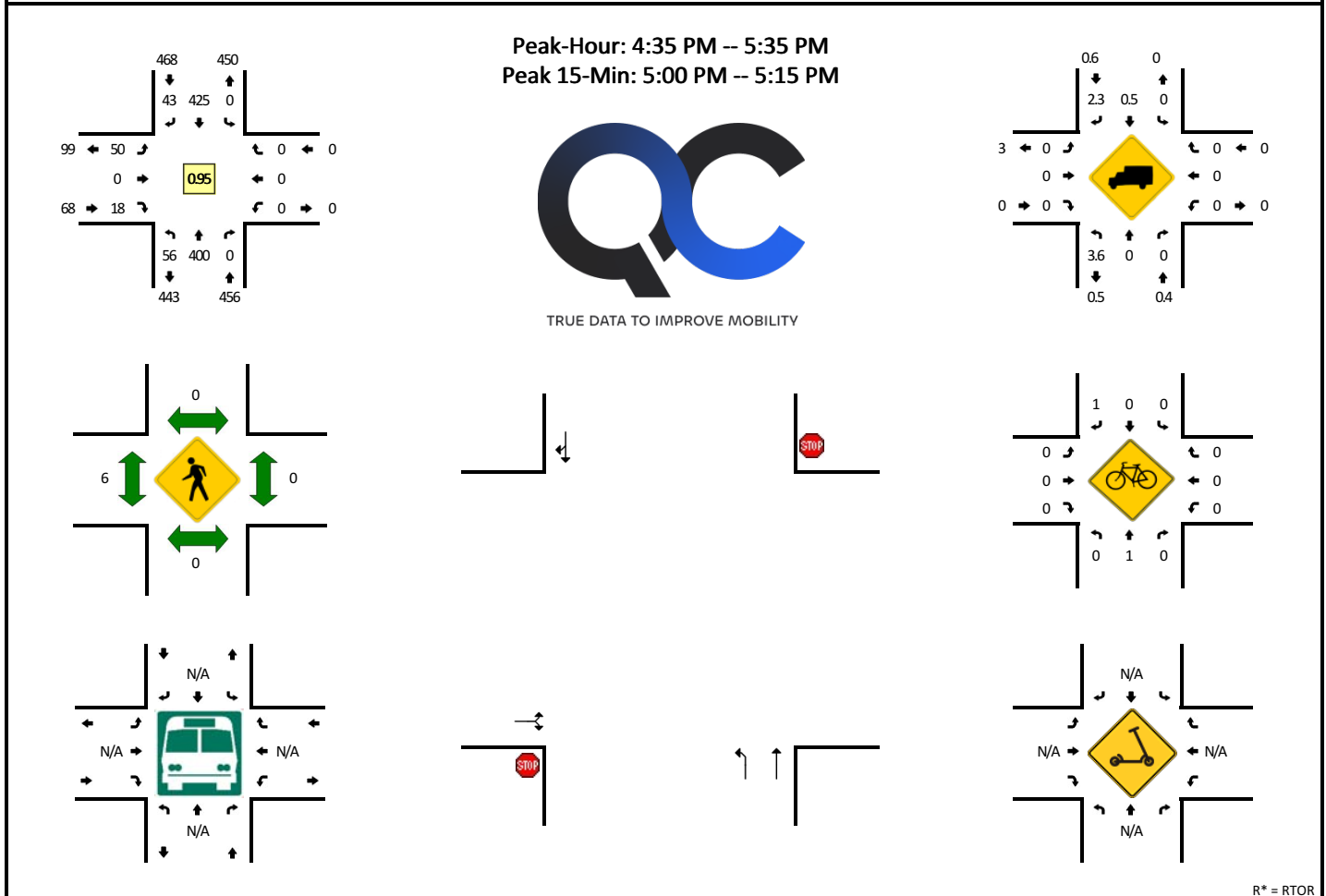
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



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

Comments:

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

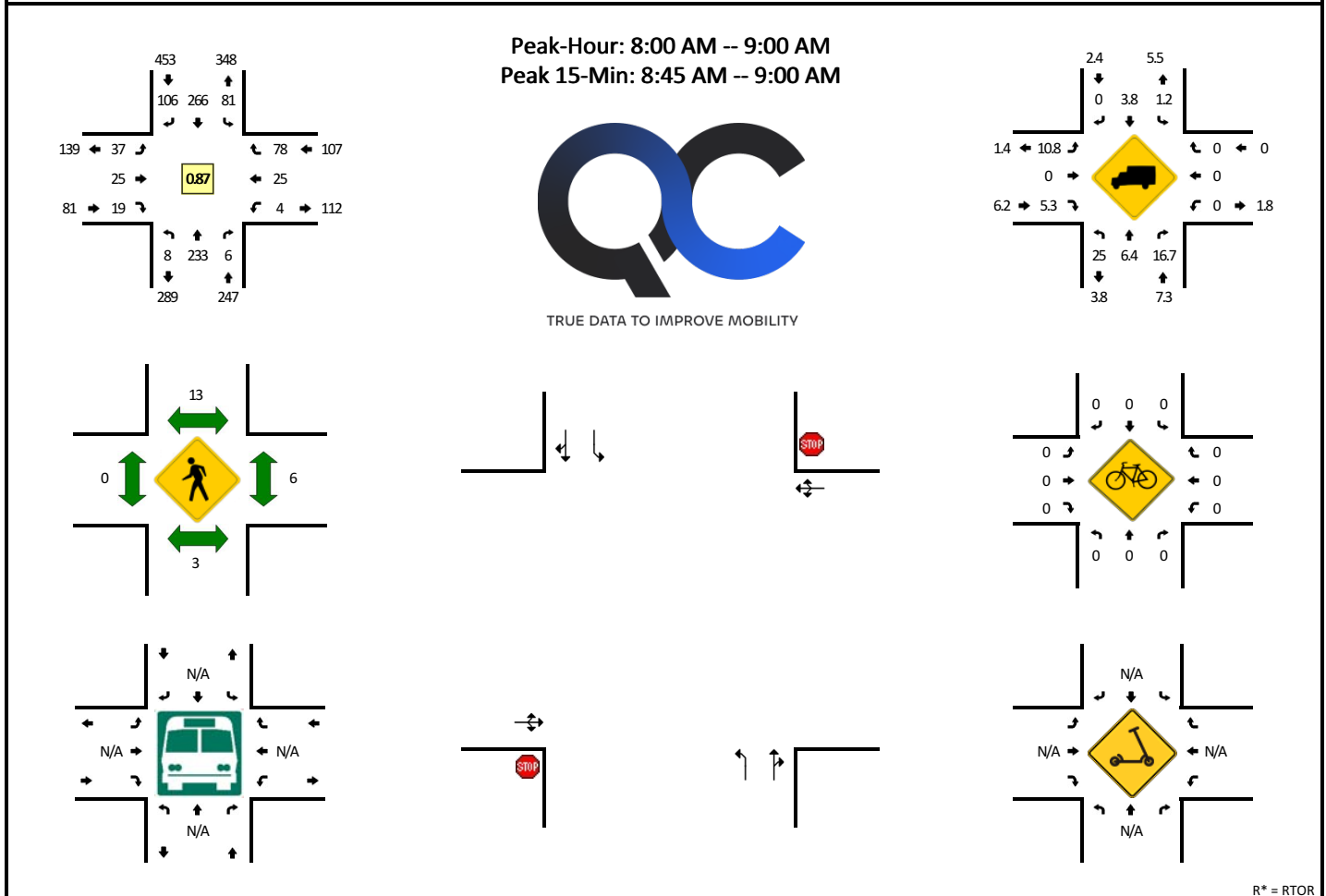
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

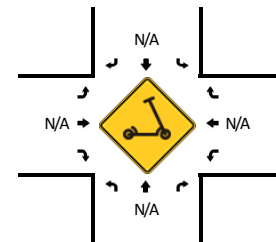
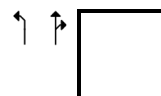
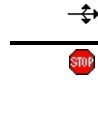
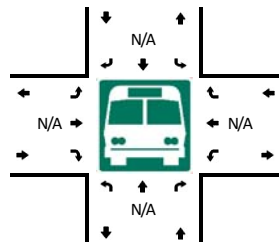
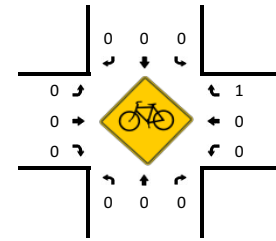
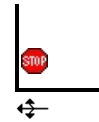
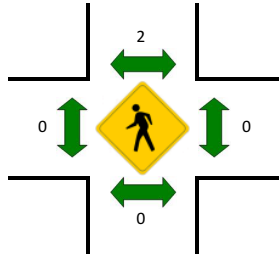
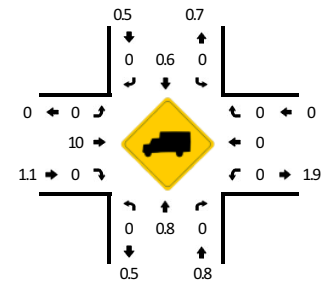
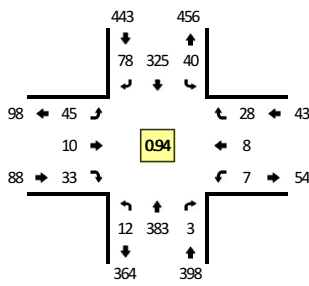
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE Everett St (SR 500) -- NE 15th Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977027**DATE:** Tue, Apr 8 2025

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



R* = RTOR

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

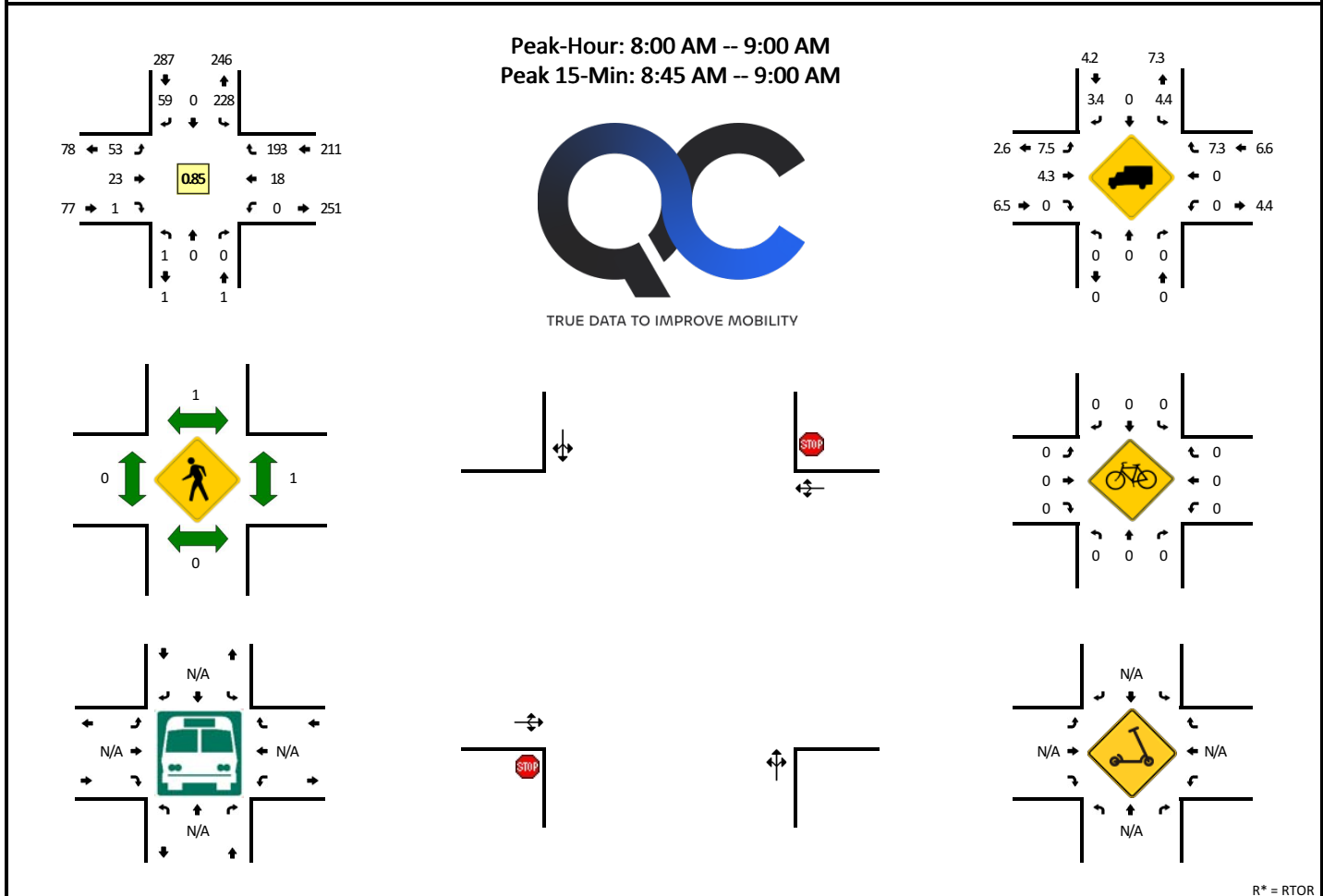
Comments:

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

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE Everett St (SR 500) -- NE 14th Ave**QC JOB #:** 16977028**CITY/STATE:** Camas, WA**DATE:** Tue, Apr 8 2025

R* = RTOR

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

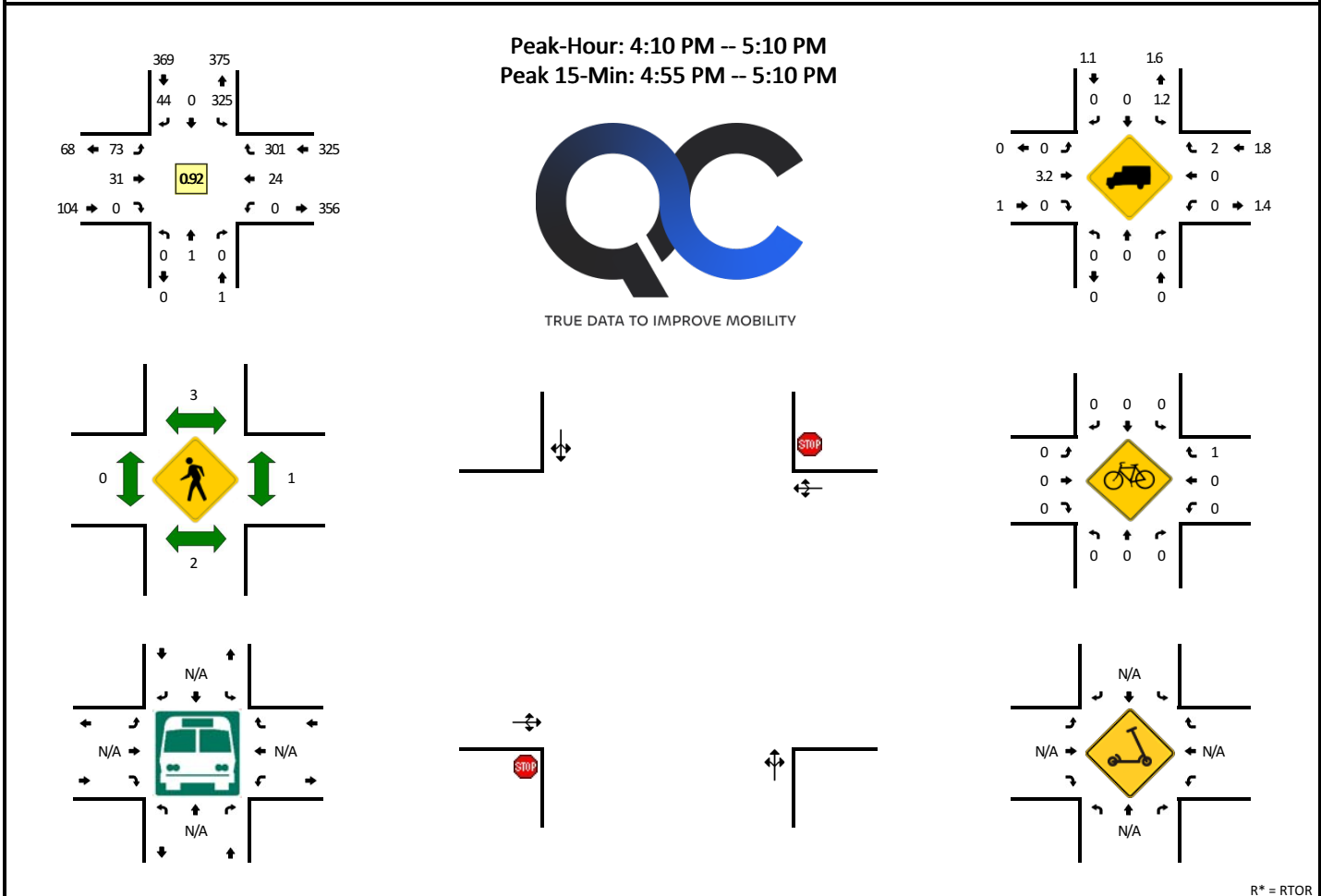
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



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

Comments:

Type of peak hour being reported: Intersection Peak

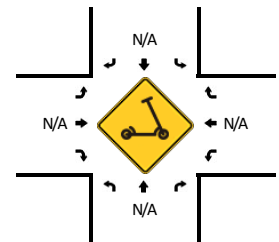
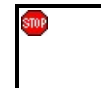
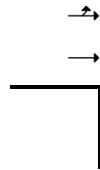
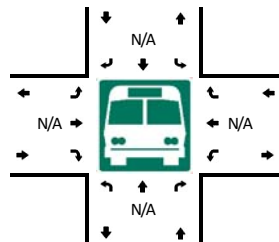
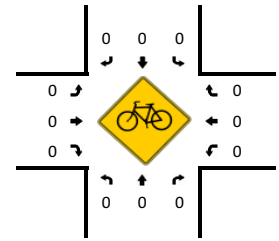
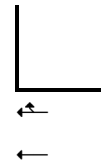
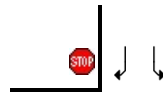
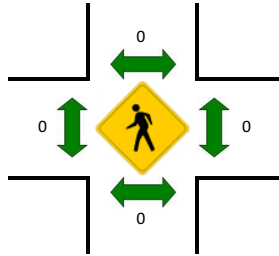
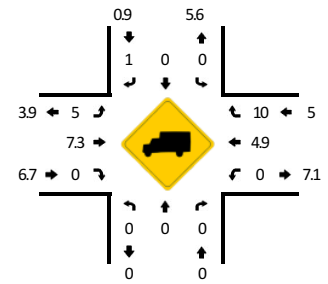
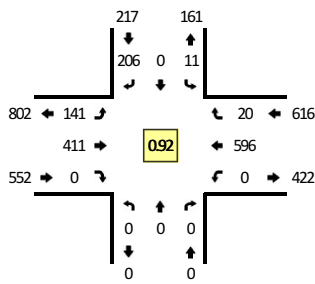
Method for determining peak hour: Total Entering Volume

LOCATION: Division St -- NE 6th Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977030**DATE:** Tue, Apr 8 2025

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



TRUE DATA TO IMPROVE MOBILITY



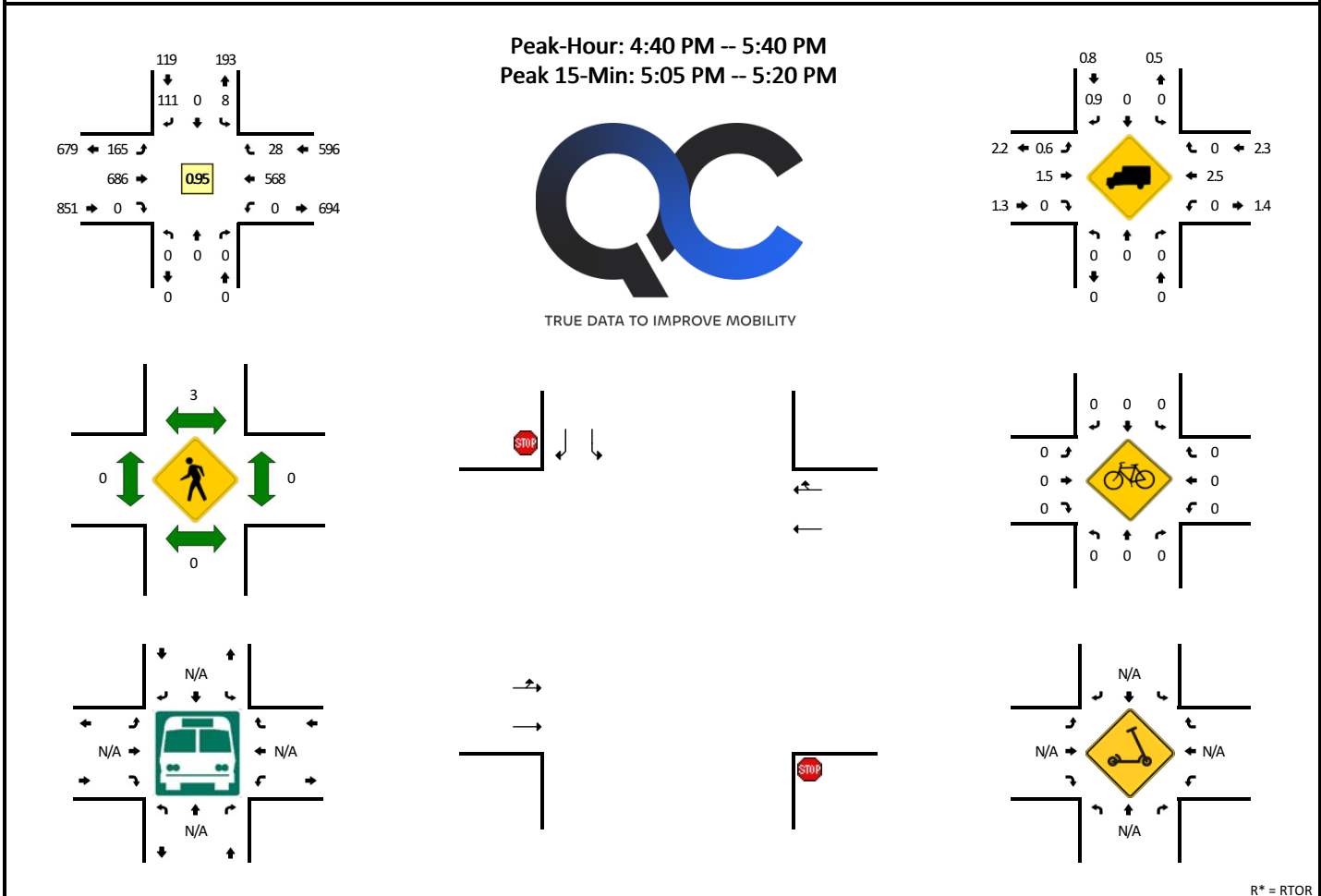
R* = RTOR

5-Min Count Period Beginning At	Division St (Northbound)					Division St (Southbound)					NE 6th Ave (Eastbound)					NE 6th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	1	0	10	0	0	8	19	0	0	0	0	31	0	0	0	69	
7:05 AM	0	0	0	0	0	2	0	12	0	0	4	24	0	0	0	0	37	0	0	0	79	
7:10 AM	0	0	0	0	0	0	0	12	0	0	7	22	0	0	0	0	42	2	0	0	85	
7:15 AM	0	0	0	0	0	1	0	17	0	0	6	26	0	0	0	0	30	1	0	0	81	
7:20 AM	0	0	0	0	0	0	0	14	0	0	4	37	0	0	0	0	48	1	0	0	104	
7:25 AM	0	0	0	0	0	1	0	10	0	0	10	20	0	0	0	0	30	0	0	0	71	
7:30 AM	0	0	0	0	0	2	0	21	0	0	8	25	0	0	0	0	56	1	0	0	113	
7:35 AM	0	0	0	0	0	0	0	26	0	0	10	25	0	0	0	0	53	1	0	0	115	
7:40 AM	0	0	0	0	0	0	0	10	0	0	12	18	0	0	0	0	49	0	0	0	89	
7:45 AM	0	0	0	0	0	0	0	17	0	0	12	36	0	0	0	0	44	0	0	0	109	
7:50 AM	0	0	0	0	0	0	0	24	0	0	14	30	0	0	0	0	55	1	0	0	124	
7:55 AM	0	0	0	0	0	1	0	20	0	0	10	48	0	0	0	0	56	4	0	0	139	1178
8:00 AM	0	0	0	0	0	0	0	13	0	0	13	33	0	0	0	0	53	0	0	0	112	1221
8:05 AM	0	0	0	0	0	2	0	9	0	0	11	25	0	0	0	0	42	1	0	0	90	1232
8:10 AM	0	0	0	0	0	0	0	15	0	0	11	37	0	0	0	0	37	0	0	0	100	1247
8:15 AM	0	0	0	0	0	2	0	16	0	0	11	28	0	0	0	0	49	2	0	0	108	1274
8:20 AM	0	0	0	0	0	0	0	17	0	0	18	37	0	0	0	0	47	4	0	0	123	1293
8:25 AM	0	0	0	0	0	1	0	17	0	0	12	32	0	0	0	0	44	2	0	0	108	1330
8:30 AM	0	0	0	0	0	2	0	19	0	0	5	38	0	0	0	0	61	2	0	0	127	1344
8:35 AM	0	0	0	0	0	2	0	17	0	0	11	30	0	0	0	0	47	2	0	0	109	1338
8:40 AM	0	0	0	0	0	0	0	21	0	0	10	35	0	0	0	0	57	0	0	0	123	1372
8:45 AM	0	0	0	0	0	1	0	18	0	0	15	38	0	0	0	0	48	2	0	0	122	1385
8:50 AM	0	0	0	0	0	0	0	21	0	0	7	49	0	0	0	0	34	1	0	0	112	1373
8:55 AM	0	0	0	0	0	1	0	18	0	0	7	34	0	0	0	0	39	0	0	0	99	1333
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	4	0	228	0	0	148	444	0	0	0	0	656	20	0	0	1500	
Heavy Trucks	0	0	0	0	0	0	0	8	0	0	4	8	0	0	0	0	36	4	0	0	60	
Buses																						
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Division St -- NE 6th Ave**CITY/STATE:** Camas, WA**QC JOB #:** 16977031**DATE:** Tue, Apr 8 2025

R* = RTOR

5-Min Count Period Beginning At	Division St (Northbound)					Division St (Southbound)					NE 6th Ave (Eastbound)					NE 6th Ave (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
4:00 PM	0	0	0	0	0	2	0	8	0	0	17	54	0	0	0	0	55	1	0	0	137		
4:05 PM	0	0	0	0	0	0	0	8	0	0	8	45	0	0	0	0	53	3	0	0	117		
4:10 PM	0	0	0	0	0	0	0	13	0	0	13	45	0	0	0	0	53	2	0	0	126		
4:15 PM	0	0	0	0	0	2	0	10	0	0	11	55	0	0	0	0	37	1	0	0	116		
4:20 PM	0	0	0	0	0	3	0	15	0	0	10	42	0	0	0	0	43	2	0	0	115		
4:25 PM	0	0	0	0	0	0	0	6	0	0	13	61	0	0	0	0	32	3	0	0	115		
4:30 PM	0	0	0	0	0	0	0	9	0	0	16	37	0	0	0	0	47	3	0	0	112		
4:35 PM	0	0	0	0	0	3	0	10	0	0	14	55	0	0	0	0	34	3	0	0	119		
4:40 PM	0	0	0	0	0	1	0	6	0	0	11	56	0	0	0	0	51	4	0	0	129	1479 1464	
4:45 PM	0	0	0	0	0	1	0	8	0	0	14	52	0	0	0	0	47	2	0	0	124		
4:50 PM	0	0	0	0	0	0	0	11	0	0	16	61	0	0	0	0	52	2	0	0	142		
4:55 PM	0	0	0	0	0	0	0	8	0	0	10	60	0	0	0	0	48	1	0	0	127		
5:00 PM	0	0	0	0	0	1	0	12	0	0	15	52	0	0	0	0	39	3	0	0	122		
5:05 PM	0	0	0	0	0	0	0	7	0	0	13	61	0	0	0	0	59	2	0	0	142		1489
5:10 PM	0	0	0	0	0	0	0	13	0	0	13	60	0	0	0	0	51	0	0	0	137		1500
5:15 PM	0	0	0	0	0	1	0	5	0	0	17	59	0	0	0	0	47	3	0	0	132		1516
5:20 PM	0	0	0	0	0	1	0	12	0	0	13	48	0	0	0	0	54	6	0	0	134	1535	
5:25 PM	0	0	0	0	0	0	0	8	0	0	10	62	0	0	0	0	40	2	0	0	122	1542	
5:30 PM	0	0	0	0	0	1	0	12	0	0	15	57	0	0	0	0	37	1	0	0	123	1553	
5:35 PM	0	0	0	0	0	2	0	9	0	0	18	58	0	0	0	0	43	2	0	0	132	1566	
5:40 PM	0	0	0	0	0	0	0	15	0	0	10	51	0	0	0	0	29	0	0	0	105	1542	
5:45 PM	0	0	0	0	0	1	0	7	0	0	15	56	0	0	0	0	42	3	0	0	124	1542	
5:50 PM	0	0	0	0	0	1	0	7	0	0	23	74	0	0	0	0	47	5	0	0	157	1557	
5:55 PM	0	0	0	0	0	4	0	18	0	0	7	51	0	0	0	0	41	2	0	0	123	1553	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	0	0	0	0	0	4	0	100	0	0	172	720	0	0	0	0	628	20	0	0	1644		
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	20	0			24		
Buses																							
Pedestrians		0					4					0					0				4		
Bicycles Scooters	0	0	0			0	0	0			0	0	0			0	0	0			0		

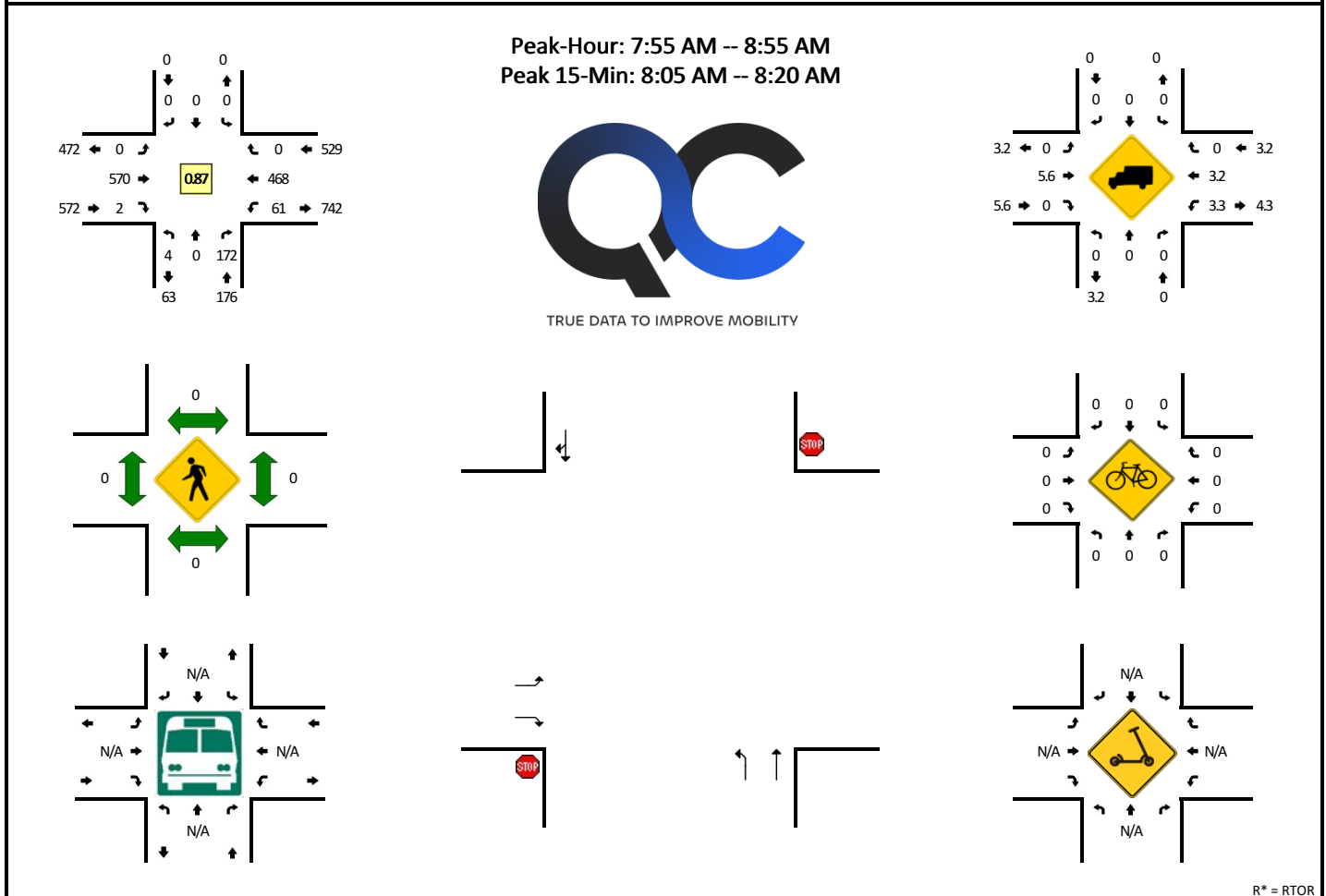
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

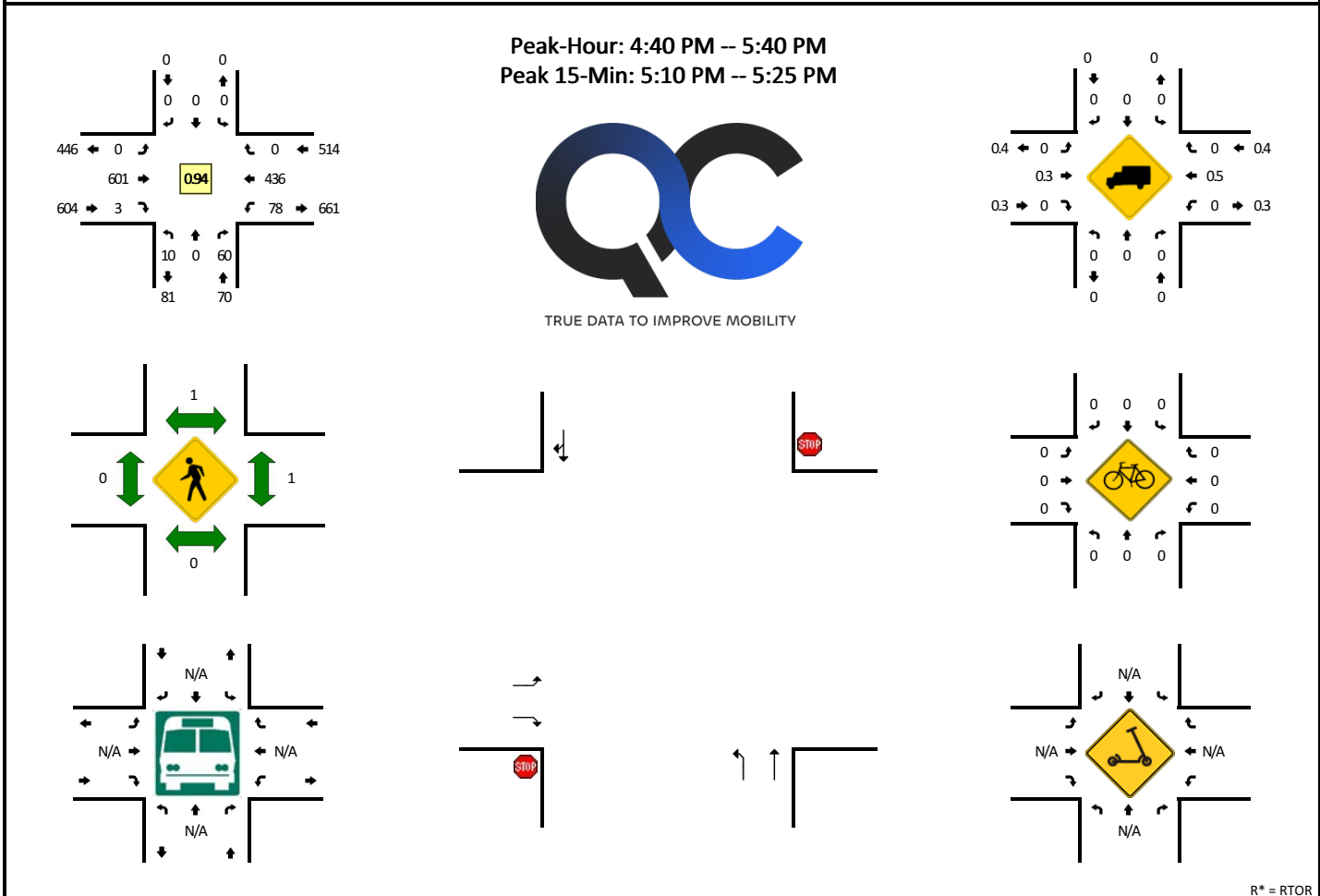
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



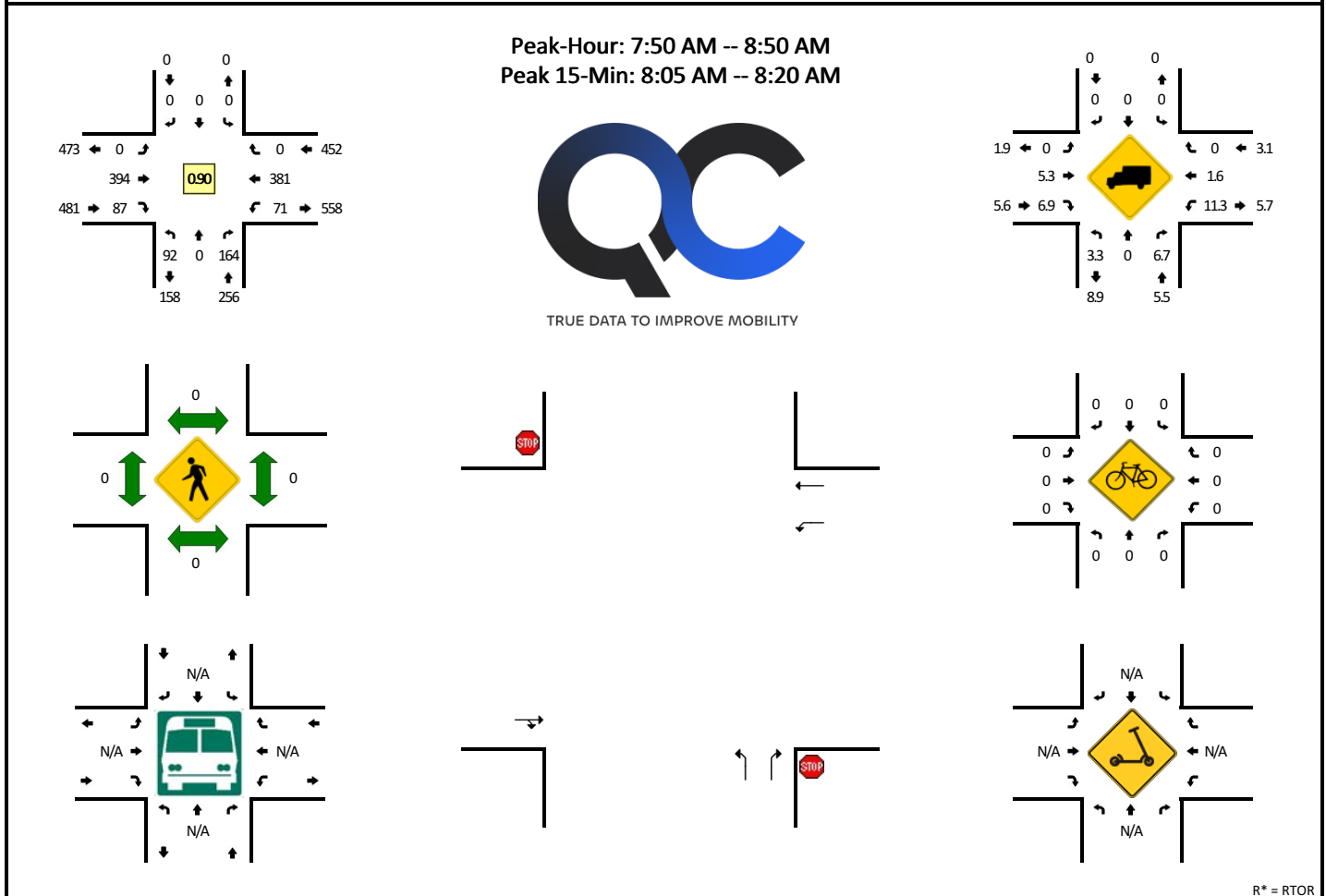
R* = RTOR

5-Min Count Period Beginning At	NW Lacamas Ln (Northbound)					NW Lacamas Ln (Southbound)					NW Lake Rd (Eastbound)					NW Lake Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	39	0	0	0	4	36	0	0	0	81	
4:05 PM	0	0	2	0	0	0	0	0	0	0	0	51	1	0	0	3	31	0	0	0	88	
4:10 PM	0	0	1	0	0	0	0	0	0	0	0	41	0	0	0	4	33	0	0	0	79	
4:15 PM	1	0	4	0	0	0	0	0	0	0	0	41	0	0	0	6	30	0	0	0	82	
4:20 PM	1	0	2	0	0	0	0	0	0	0	0	41	0	0	0	6	31	0	0	0	81	
4:25 PM	0	0	4	0	0	0	0	0	0	0	0	27	1	0	0	2	32	0	0	0	66	
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	47	0	0	0	2	39	0	0	0	91	
4:35 PM	0	0	2	0	0	0	0	0	0	0	0	49	0	0	0	1	32	0	0	0	84	
4:40 PM	1	0	2	0	0	0	0	0	0	0	0	45	1	0	0	9	47	0	0	0	105	
4:45 PM	2	0	3	0	0	0	0	0	0	0	0	46	0	0	0	7	34	0	0	0	92	
4:50 PM	1	0	11	0	0	0	0	0	0	0	0	65	0	0	0	8	29	0	0	0	114	
4:55 PM	1	0	3	0	0	0	0	0	0	0	0	54	0	0	0	5	35	0	0	0	98	
5:00 PM	0	0	5	0	0	0	0	0	0	0	0	52	0	0	0	6	33	0	0	0	96	
5:05 PM	1	0	3	0	0	0	0	0	0	0	0	33	0	0	0	4	55	0	0	0	96	
5:10 PM	1	0	4	0	0	0	0	0	0	0	0	55	1	0	0	6	36	0	0	0	103	1108
5:15 PM	0	0	6	0	0	0	0	0	0	0	0	53	1	0	0	6	32	0	0	0	98	1124
5:20 PM	0	0	9	0	0	0	0	0	0	0	0	63	0	0	0	8	34	0	0	0	114	1157
5:25 PM	0	0	5	0	0	0	0	0	0	0	0	47	0	0	0	5	38	0	0	0	95	1186
5:30 PM	2	0	2	0	0	0	0	0	0	0	0	51	0	0	0	5	27	0	0	0	87	1182
5:35 PM	1	0	7	0	0	0	0	0	0	0	0	37	0	0	0	9	36	0	0	0	90	1188
5:40 PM	0	0	1	0	0	0	0	0	0	0	0	56	1	0	0	6	33	0	0	0	97	1180
5:45 PM	0	0	7	0	0	0	0	0	0	0	0	47	0	0	0	5	22	0	0	0	81	1169
5:50 PM	1	0	14	0	0	0	0	0	0	0	0	52	1	0	0	4	33	0	0	0	105	1160
5:55 PM	0	0	7	0	0	0	0	0	0	0	0	45	2	0	0	5	38	0	0	0	97	1159
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	4	0	76	0	0	0	0	0	0	0	0	684	8	0	0	80	408	0	0	0	1260	
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	0	0			4	
Buses																						
Pedestrians		0					4					0					4				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Sierra St -- NW Lake Rd**CITY/STATE:** Camas, WA**QC JOB #:** 16977034**DATE:** Tue, Apr 8 2025

R* = RTOR

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

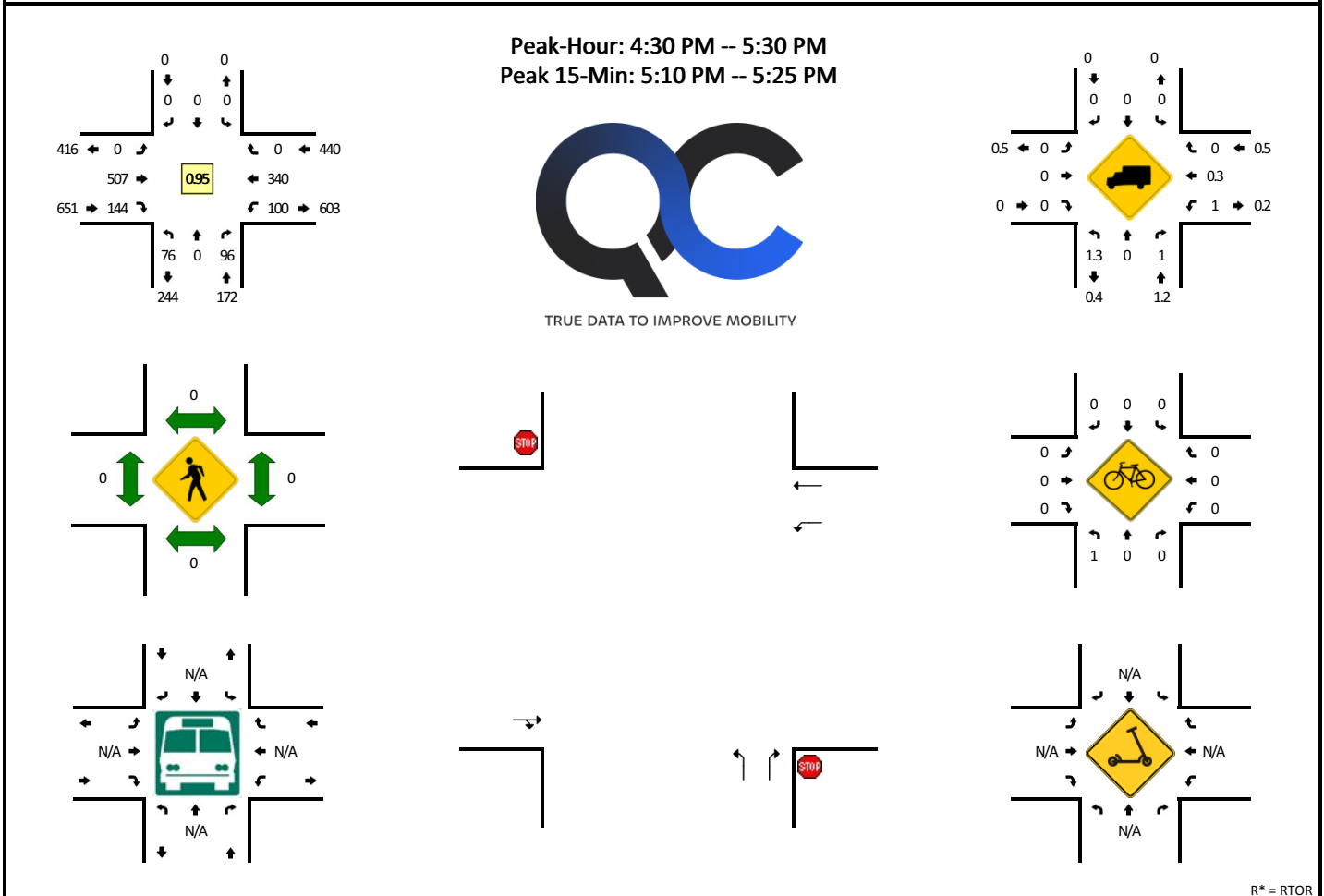
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

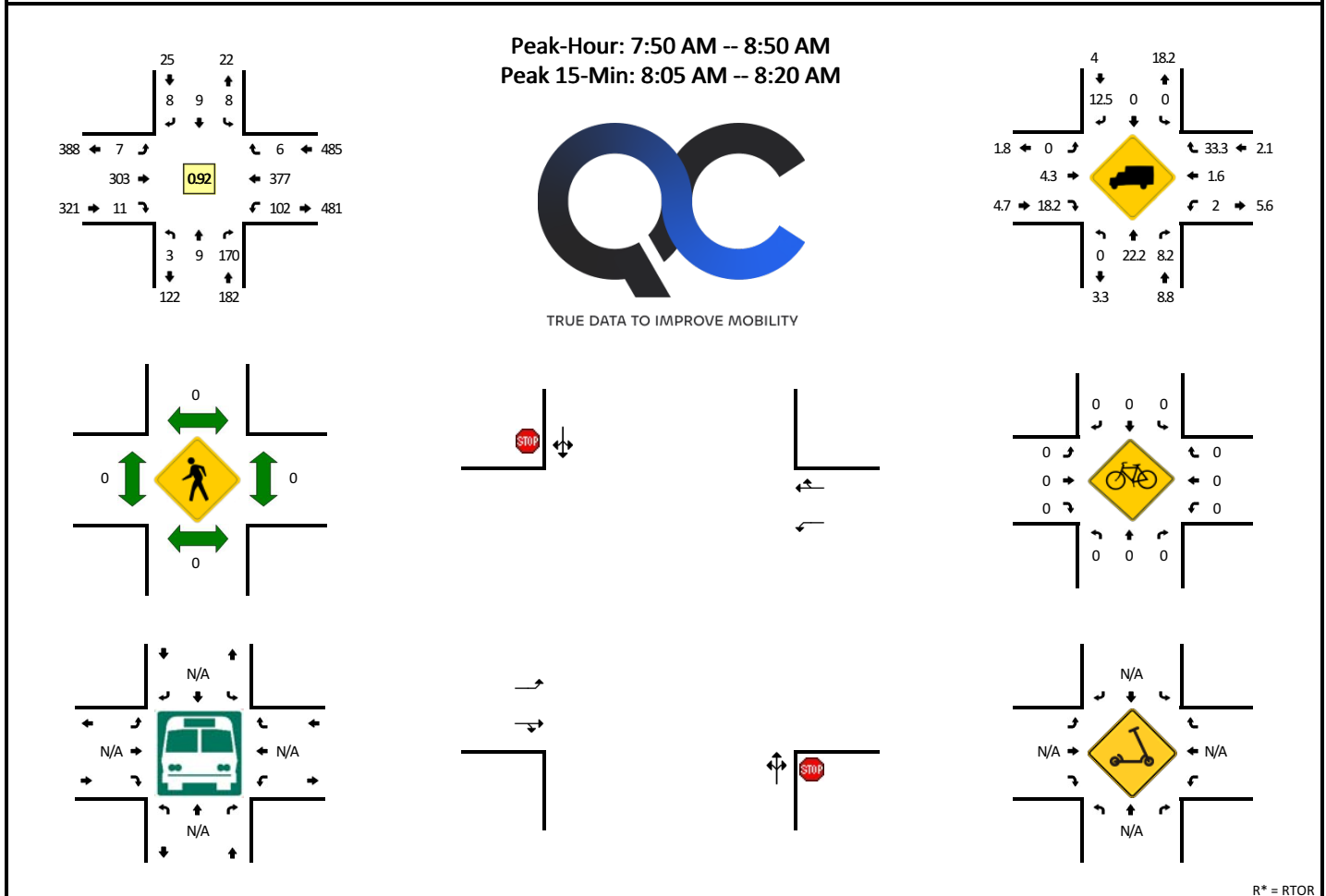
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

Comments:

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

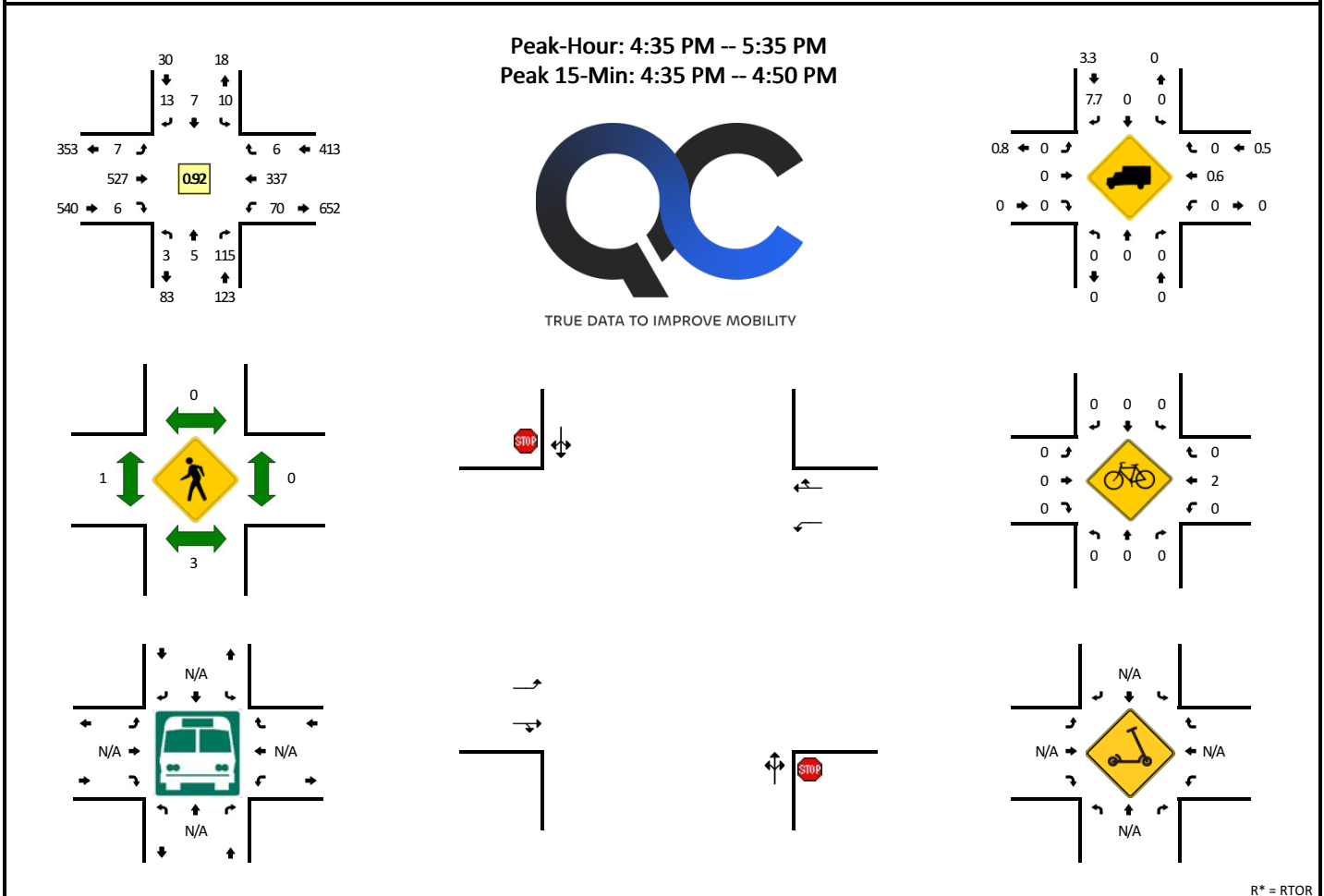
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



R* = RTOR

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

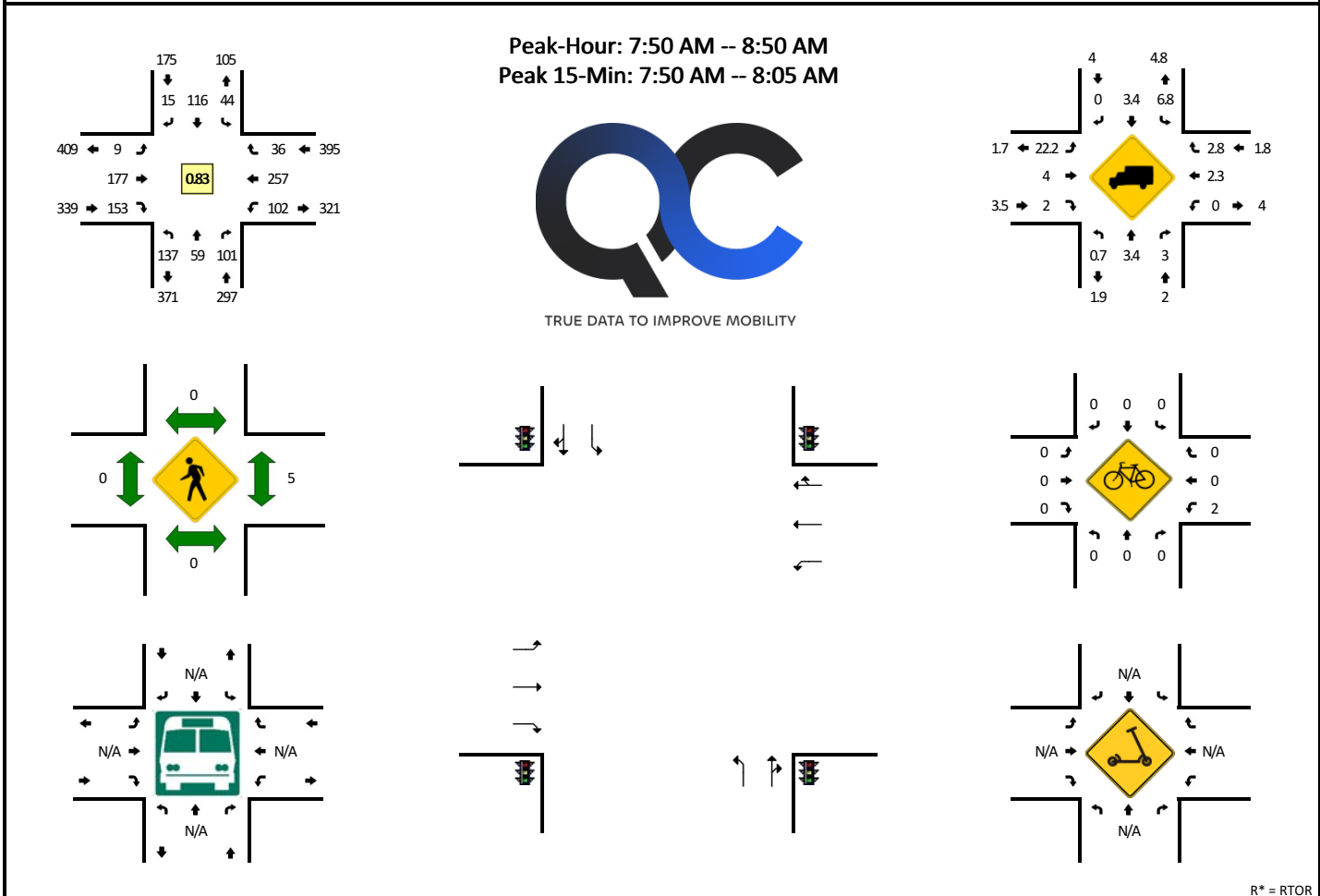
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



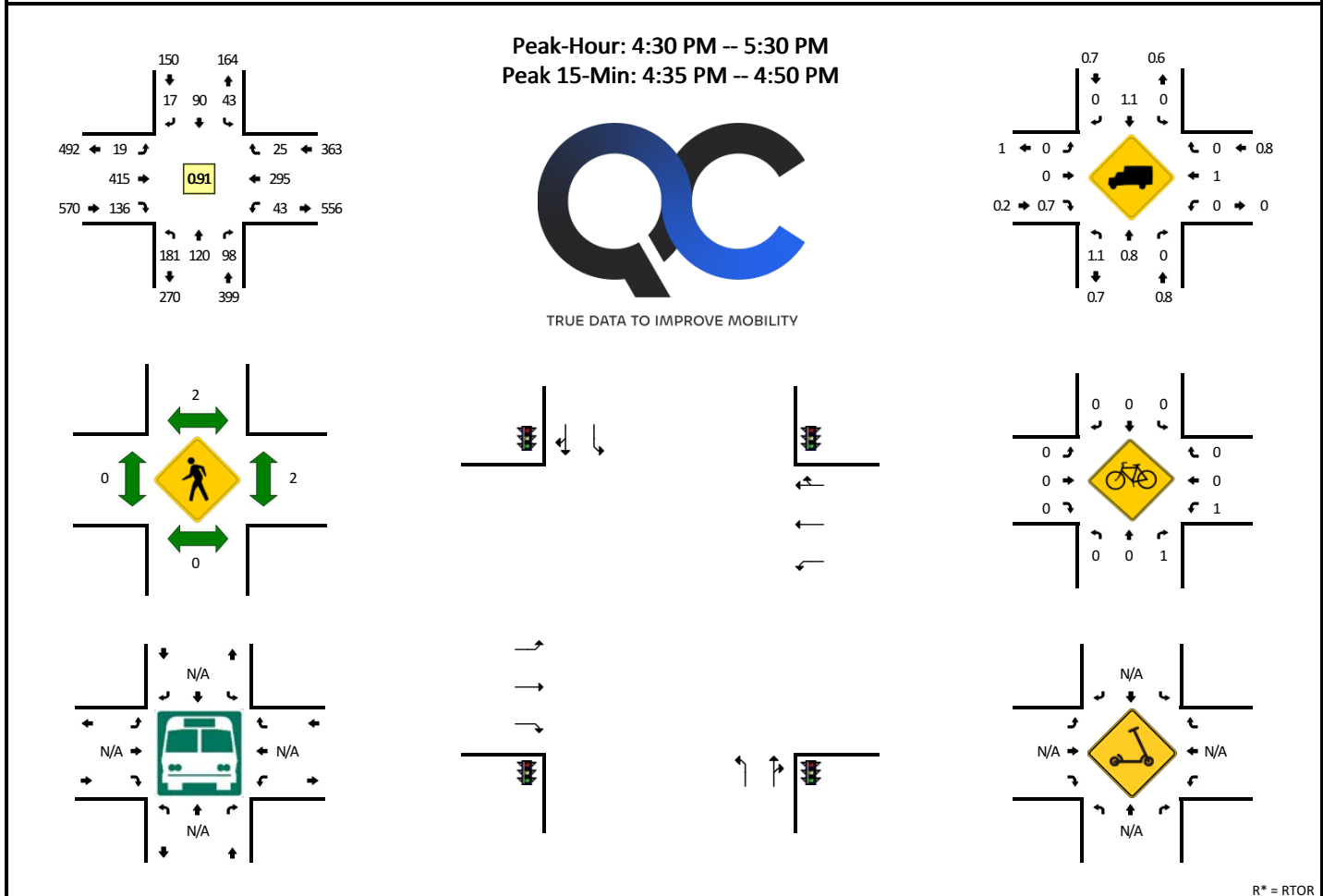
R* = RTOR

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

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Parker St -- NW Lake Rd**QC JOB #:** 16977039**CITY/STATE:** Camas, WA**DATE:** Tue, Apr 8 2025

R* = RTOR

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

Comments:

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

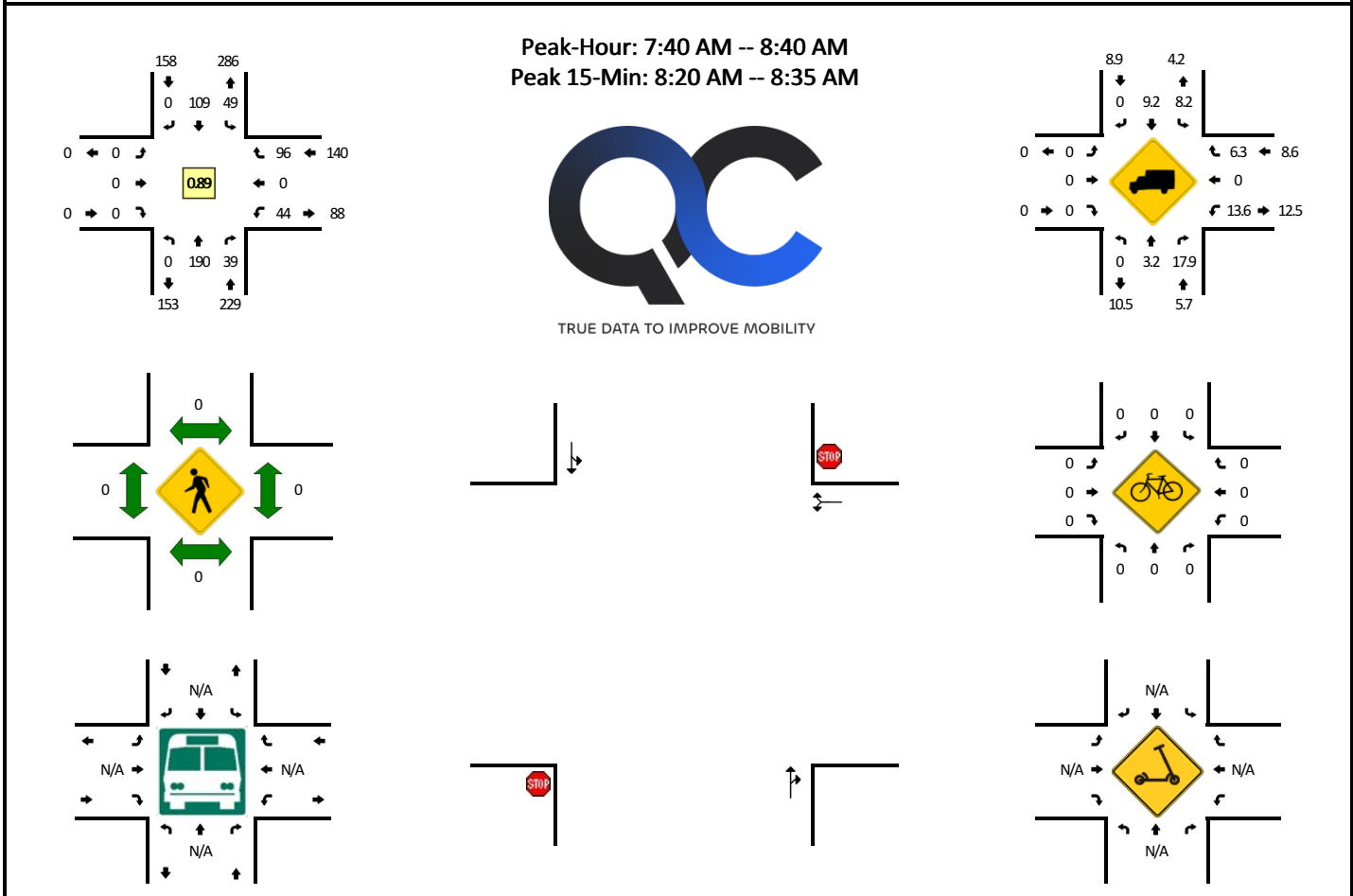
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



5-Min Count Period Beginning At	SE 283rd Ave (Northbound)				SE 283rd Ave (Southbound)				SE 23rd St (Eastbound)				SE 23rd St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	9	2	0	1	5	0	0	0	0	0	0	2	0	0	0	19	
7:05 AM	0	6	1	0	0	4	0	0	0	0	0	0	2	0	1	0	14	
7:10 AM	0	9	1	0	2	11	0	0	0	0	0	0	3	0	2	0	28	
7:15 AM	0	7	2	0	3	7	0	0	0	0	0	0	4	0	1	0	24	
7:20 AM	0	6	4	0	1	10	0	0	0	0	0	0	2	0	4	0	27	
7:25 AM	0	6	1	0	6	3	0	0	0	0	0	0	0	0	6	0	22	
7:30 AM	0	2	4	0	1	8	0	0	0	0	0	0	4	0	6	0	25	
7:35 AM	0	7	6	0	0	10	0	0	0	0	0	0	5	0	2	0	30	
7:40 AM	0	11	6	0	1	3	0	0	0	0	0	0	5	0	8	0	34	
7:45 AM	0	9	2	0	2	12	0	0	0	0	0	0	6	0	7	0	38	
7:50 AM	0	16	4	0	3	15	0	0	0	0	0	0	6	0	8	0	52	
7:55 AM	0	20	3	0	2	9	0	0	0	0	0	0	7	0	11	0	52	365
8:00 AM	0	16	4	0	0	10	0	0	0	0	0	0	2	0	8	0	40	386
8:05 AM	0	17	1	0	7	9	0	0	0	0	0	0	2	0	9	0	45	417
8:10 AM	0	19	4	0	4	7	0	0	0	0	0	0	4	0	7	0	45	434
8:15 AM	0	18	2	0	9	3	0	0	0	0	0	0	3	0	5	0	40	450
8:20 AM	0	18	0	0	7	7	0	0	0	0	0	0	1	0	13	0	46	469
8:25 AM	0	24	6	0	7	10	0	0	0	0	0	0	2	0	9	0	58	505
8:30 AM	0	17	2	0	2	12	0	0	0	0	0	0	2	0	9	0	44	524
8:35 AM	0	5	5	0	5	12	0	0	0	0	0	0	4	0	2	0	33	527
8:40 AM	0	6	3	0	5	8	0	0	0	0	0	0	2	0	2	0	26	519
8:45 AM	0	4	5	0	6	6	0	0	0	0	0	0	4	0	5	0	30	511
8:50 AM	0	8	3	0	4	7	0	0	0	0	0	0	6	0	2	0	30	489
8:55 AM	0	2	6	0	5	10	0	0	0	0	0	0	2	0	1	0	26	463
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	236	32	0	64	116	0	0	0	0	0	0	20	0	124	0	592	
Heavy Trucks	0	12	8		8	16	0		0	0	0		0	0	4		48	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

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

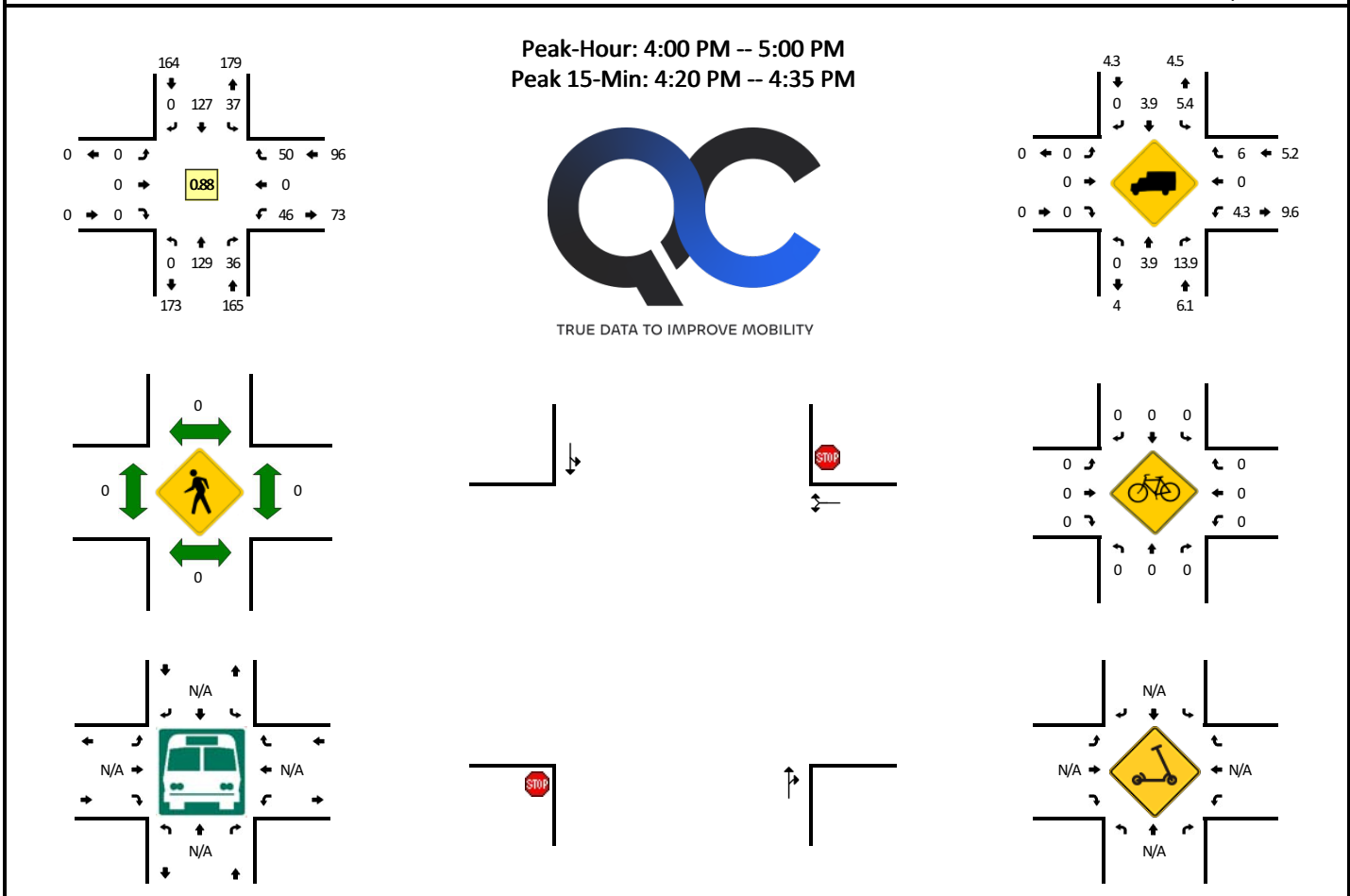
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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

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



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

Comments:

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

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

Type of report: Midblock Count - Volume Data

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

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

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

Type of report: Midblock Count - Volume Data

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

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

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

Type of report: Midblock Count - Volume Data

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

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

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

Appendix D: Existing Conditions Analysis Worksheets

04/23/2025
1: NE 232nd Ave & NE 28th St

Existing 2025 AM
Weekday AM Peak Hour

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

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

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

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

04/23/2025
2: NE 242nd Ave (SR 500) & NE 28th St

Existing 2025 AM
Weekday AM Peak Hour

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

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

Existing 2025 AM
Weekday AM Peak Hour

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

04/23/2025
4: NE 14th St & NE 249th Ave

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	5	1	11	24	3
Future Vol, veh/h	11	5	1	11	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	9	0	0	0	8	33
Mvmt Flow	16	7	1	16	35	4
Major/Minor	Minor2	Major2				
Conflicting Flow All	9	9	-	0		
Stage 1	9	9	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	6.49	6.5	-	-		
Critical Hdwy Stg 1	5.49	5.5	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.581	4	-	-		
Pot Cap-1 Maneuver	993	889	-	-		
Stage 1	996	892	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	993	0	-	-		
Mov Cap-2 Maneuver	993	0	-	-		
Stage 1	996	0	-	-		
Stage 2	-	0	-	-		
Approach	EB	WB				
HCM Ctrl Dly, s/v	8.71	0				
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	993	-	-			
HCM Lane V/C Ratio	0.023	-	-			
HCM Ctrl Dly (s/v)	8.7	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

04/23/2025
5: NE 3rd St & NE 257th Ave

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	5	8	33	1
Future Vol, veh/h	0	3	5	8	33	1
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	100	40	0	9	0
Mvmt Flow	0	4	7	11	45	1

Major/Minor	Minor2	Major2		
Conflicting Flow All	12	12	-	0
Stage 1	12	12	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	8.1	-	-
Critical Hdwy Stg 1	6	7.1	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4.9	-	-
Pot Cap-1 Maneuver	1010	721	-	-
Stage 1	1014	723	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1010	0	-	-
Mov Cap-2 Maneuver	1010	0	-	-
Stage 1	1014	0	-	-
Stage 2	-	0	-	-

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

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

04/23/2025
6: NE Everett St (SR 500) & NE 3rd St

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	33	297	3	9	142
Future Vol, veh/h	5	33	297	3	9	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	60	6	3	67	0	4
Mvmt Flow	5	36	326	3	10	156

Major/Minor	Minor2	Major2	
Conflicting Flow All	656	3	0
Stage 1	656	-	-
Stage 2	0	-	-
Critical Hdwy	7.1	6.26	4.13
Critical Hdwy Stg 1	6.1	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	4.54	3.354	2.227
Pot Cap-1 Maneuver	320	1069	-
Stage 1	384	-	-
Stage 2	-	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	0	1069	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.51	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1069	-	-
HCM Lane V/C Ratio	0.039	-	-
HCM Ctrl Dly (s/v)	8.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

04/23/2025
7: NE Everett St (SR 500) & NE Everett Dr

Existing 2025 AM
Weekday AM Peak Hour

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

04/23/2025
8: NE Everett St (SR 500) & SE Leadbetter Rd

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	116	84	296	341	16
Future Vol, veh/h	26	116	84	296	341	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	10	3	5	6
Mvmt Flow	32	143	104	365	421	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1004	431	441	0	-	0
Stage 1	431	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.8	6.47	4.2	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.29	-	-	-
Pot Cap-1 Maneuver	242	599	1078	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	599	1078	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	17.81	1.92		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1078	-	455	-	-	
HCM Lane V/C Ratio	0.096	-	0.386	-	-	
HCM Ctrl Dly (s/v)	8.7	-	17.8	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.8	-	-	

05/01/2025
9: NE Everett St (SR 500) & NE 43rd Ave

Existing 2025 AM
Weekday AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	333	57	327	485	66	394
Future Volume (veh/h)	333	57	327	485	66	394
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1799	1814	1746	1732	1802	1997
Adj Flow Rate, veh/h	383	43	376	0	76	453
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	12	11	4	5	17	4
Cap, veh/h	486	436	588		412	1014
Arrive On Green	0.28	0.28	0.34	0.00	0.06	0.51
Sat Flow, veh/h	1713	1537	1746	1468	1716	1997
Grp Volume(v), veh/h	383	43	376	0	76	453
Grp Sat Flow(s),veh/h/ln	1713	1537	1746	1468	1716	1997
Q Serve(g_s), s	8.9	0.9	7.9	0.0	1.1	6.2
Cycle Q Clear(g_c), s	8.9	0.9	7.9	0.0	1.1	6.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	486	436	588		412	1014
V/C Ratio(X)	0.79	0.10	0.64		0.18	0.45
Avail Cap(c_a), veh/h	1429	1282	1417		913	2546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	11.4	12.1	0.0	8.3	6.8
Incr Delay (d2), s/veh	2.9	0.1	2.5	0.0	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.5	5.1	0.0	0.6	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.2	11.5	14.6	0.0	8.6	7.1
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	426		376			529
Approach Delay, s/veh	16.6		14.6			7.3
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.4	19.5			26.9	16.2
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	3.1	9.9			8.2	10.9
Green Ext Time (p_c), s	0.1	4.5			4.0	1.4
Intersection Summary						
HCM 7th Control Delay, s/veh			12.3			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

05/01/2025
9: NE Everett St (SR 500) & NE 43rd Ave

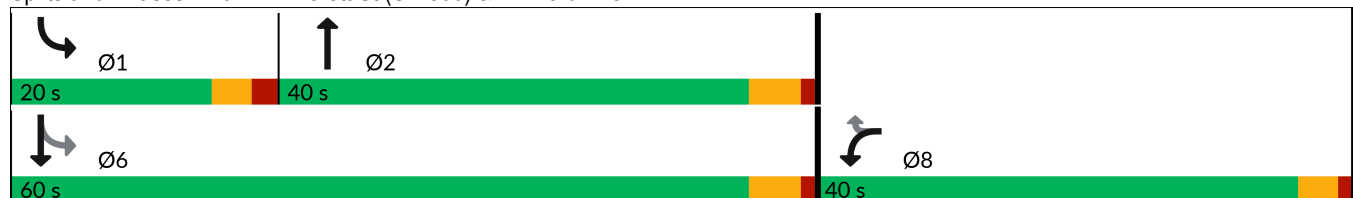
Existing 2025 AM
Weekday AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	333	57	327	485	66	394
Future Volume (vph)	333	57	327	485	66	394
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	22.3	22.3	23.2	65.3	32.7	32.7
Actuated g/C Ratio	0.34	0.34	0.36	1.00	0.50	0.50
v/c Ratio	0.71	0.12	0.61	0.39	0.20	0.50
Control Delay (s/veh)	29.1	5.7	24.9	0.8	10.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	5.7	24.9	0.8	10.8	13.6
LOS	C	A	C	A	B	B
Approach Delay (s/veh)	25.7		10.5			13.2
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 65.3
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay (s/veh): 14.8
 Intersection LOS: B
 Intersection Capacity Utilization 51.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



MOVEMENT SUMMARY

 **Site: 10 [NE Everett St & NW Lake Rd_ExistingAM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] ft				
South: NE Everett Street															
7	L2	All MCs	238	7.0	238	7.0	0.346	14.0	LOS B	2.2	58.8	0.77	0.75	0.77	31.1
7	T1	All MCs	377	7.0	377	7.0	0.438	7.0	LOS A	3.3	86.4	0.81	0.67	0.81	34.3
Approach			615	7.0	615	7.0	0.438	9.7	LOS A	3.3	86.4	0.79	0.70	0.80	33.0
North: NE Everett Street															
10	T1	All MCs	470	10.0	470	10.0	0.421	5.3	LOS A	3.0	81.9	0.57	0.51	0.57	34.8
2	R2	All MCs	350	2.0	350	2.0	0.283	4.9	LOS A	1.9	47.4	0.50	0.52	0.50	35.2
Approach			820	6.6	820	6.6	0.421	5.2	LOS A	3.0	81.9	0.54	0.51	0.54	34.9
West: NW Lake Road															
5	L2	All MCs	561	3.0	561	3.0	0.553	13.8	LOS B	4.9	125.5	0.80	0.76	0.88	31.3
6	R2	All MCs	250	6.0	250	6.0	0.258	6.4	LOS A	1.6	42.8	0.66	0.62	0.66	34.7
Approach			811	3.9	811	3.9	0.553	11.5	LOS B	4.9	125.5	0.76	0.72	0.81	32.2
All Vehicles			2246	5.7	2246	5.7	0.553	8.7	LOS A	4.9	125.5	0.69	0.64	0.71	33.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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11:11:50 AM

Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

04/23/2025
11: NE Everett St (SR 500) & NE 17th Ave

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	14	24	310	440	36
Future Vol, veh/h	61	14	24	310	440	36
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	7	0	6	2	0
Mvmt Flow	67	15	26	341	484	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	900	506	526	0	-	0
Stage 1	506	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	303	556	1051	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	555	1048	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.16	0.61		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1048	-	436	-	-	
HCM Lane V/C Ratio	0.025	-	0.189	-	-	
HCM Ctrl Dly (s/v)	8.5	-	15.2	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

04/24/2025
12: NE Everett St (SR 500) & NE 15th Ave

Existing 2025 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	25	19	4	25	78	8	233	6	81	266	106
Future Vol, veh/h	37	25	19	4	25	78	8	233	6	81	266	106
Conflicting Peds, #/hr	13	0	3	3	0	13	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	0	5	0	0	0	25	6	17	1	4	0
Mvmt Flow	43	29	22	5	29	90	9	268	7	93	306	122
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	866	852	370	805	909	290	428	0	0	281	0	0
Stage 1	553	553	-	296	296	-	-	-	-	-	-	-
Stage 2	314	299	-	509	614	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.25	7.1	6.5	6.2	4.35	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.345	3.5	4	3.3	2.425	-	-	2.209	-	-
Pot Cap-1 Maneuver	264	299	669	303	277	754	1019	-	-	1288	-	-
Stage 1	502	518	-	717	672	-	-	-	-	-	-	-
Stage 2	678	670	-	550	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	188	273	668	241	253	741	1019	-	-	1281	-	-
Mov Cap-2 Maneuver	188	273	-	241	253	-	-	-	-	-	-	-
Stage 1	465	480	-	707	663	-	-	-	-	-	-	-
Stage 2	559	660	-	463	451	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	26.88		14.92			0.28			1.44			
HCM LOS	D		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1019	-	-	256	485	1281	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.364	0.254	0.073	-	-				
HCM Ctrl Dly (s/v)	8.6	-	-	26.9	14.9	8	-	-				
HCM Lane LOS	A	-	-	D	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.6	1	0.2	-	-				

04/23/2025
13: NE Everett St (SR 500) & NE 14th Ave

Existing 2025 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	23	1	0	18	193	1	0	0	228	0	59
Future Vol, veh/h	53	23	1	0	18	193	1	0	0	228	0	59
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	8	4	0	0	0	7	0	0	0	4	0	3
Mvmt Flow	62	27	1	0	21	227	1	0	0	268	0	69

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	585	575	35	-	609	2	69	0	0	1	0	0
Stage 1	571	571	-	-	3	-	-	-	-	-	-	-
Stage 2	14	3	-	-	606	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.54	6.2	-	6.5	6.27	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.036	3.3	-	4	3.363	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	414	426	1044	0	412	1068	1544	-	-	1609	-	-
Stage 1	495	502	-	0	897	-	-	-	-	-	-	-
Stage 2	991	889	-	0	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	254	351	1044	-	340	1066	1544	-	-	1607	-	-
Mov Cap-2 Maneuver	254	351	-	-	340	-	-	-	-	-	-	-
Stage 1	409	414	-	-	896	-	-	-	-	-	-	-
Stage 2	760	888	-	-	404	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	23.89		10.51		7.33		6.11	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	280	901	1192	-
HCM Lane V/C Ratio	0.001	-	-	0.324	0.275	0.167	-
HCM Ctrl Dly (s/v)	7.3	0	-	23.9	10.5	7.7	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.4	1.1	0.6	-

04/23/2025
14: NE 6th Ave & Division St

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	141	411	596	20	11	206
Future Vol, veh/h	141	411	596	20	11	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	7	5	10	0	1
Mvmt Flow	153	447	648	22	12	224
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	670	0	-	0	1189	335
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	4.2	-	-	-	5.2	6.12
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	2.25	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	897	-	-	-	312	715
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	897	-	-	-	251	715
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	709	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.36	0		12.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	785	-	-	-	251	715
HCM Lane V/C Ratio	0.171	-	-	-	0.048	0.313
HCM Ctrl Dly (s/v)	9.8	1.1	-	-	20.1	12.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1	1.3

04/23/2025
15: NW Lacamas Ln & NW Lake Rd

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	2	61	468	4	172
Future Vol, veh/h	570	2	61	468	4	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	3	3	0	0
Mvmt Flow	655	2	70	538	5	198
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	657	0	1334	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	678	-
Critical Hdwy	-	-	4.13	-	5.2	5.6
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	-	-	2.227	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	925	-	267	523
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	247	523
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.06		16.09		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	247	523	-	-	925	-
HCM Lane V/C Ratio	0.019	0.378	-	-	0.076	-
HCM Ctrl Dly (s/v)	19.9	16	-	-	9.2	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	1.7	-	-	0.2	-

04/23/2025
16: NW Sierra St & NW Lake Rd

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	394	87	71	381	92	164
Future Vol, veh/h	394	87	71	381	92	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	11	2	3	7
Mvmt Flow	438	97	79	423	102	182
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	534	0	1067	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	581	-
Critical Hdwy	-	-	4.21	-	6.43	6.27
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.299	-	3.527	3.363
Pot Cap-1 Maneuver	-	-	989	-	245	571
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	989	-	225	571
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	513	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.41		21.2		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	571	-	-	989	-
HCM Lane V/C Ratio	0.454	0.319	-	-	0.08	-
HCM Ctrl Dly (s/v)	33.6	14.2	-	-	9	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	2.2	1.4	-	-	0.3	-

04/23/2025

17: NW Leadbetter Dr & NW Lake Rd

Existing 2025 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	303	11	102	377	6	3	9	170	8	9	8
Future Vol, veh/h	7	303	11	102	377	6	3	9	170	8	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	18	2	2	33	0	22	8	0	0	12
Mvmt Flow	8	329	12	111	410	7	3	10	185	9	10	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	341	0	0	987	989	335	984	991	413
Stage 1	-	-	-	-	-	-	351	351	-	635	635	-
Stage 2	-	-	-	-	-	-	636	638	-	349	357	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.72	6.28	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.198	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1154	-	-	1218	-	-	228	228	693	229	248	618
Stage 1	-	-	-	-	-	-	670	599	-	470	476	-
Stage 2	-	-	-	-	-	-	469	441	-	671	632	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1154	-	-	1218	-	-	195	206	693	145	224	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	206	-	145	224	-
Stage 1	-	-	-	-	-	-	666	595	-	427	432	-
Stage 2	-	-	-	-	-	-	411	401	-	481	628	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.18			1.74			13.97			22.64		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	598	1154	-	-	1218	-	-	231
HCM Lane V/C Ratio	0.331	0.007	-	-	0.091	-	-	0.118
HCM Ctrl Dly (s/v)	14	8.1	-	-	8.3	-	-	22.6
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.3	-	-	0.4

05/01/2025

18: NW Parker St & NW Lake Rd

Existing 2025 AM
Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	177	153	102	257	36	137	59	101	44	116	15
Future Volume (veh/h)	9	177	153	102	257	36	137	59	101	44	116	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1574	1841	1856	1900	1870	1826	1885	1856	1841	1796	1856	1900
Adj Flow Rate, veh/h	11	213	107	123	310	24	165	71	87	53	140	16
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	22	4	3	0	2	5	1	3	4	7	3	0
Cap, veh/h	385	311	266	397	553	43	405	121	149	386	251	29
Arrive On Green	0.11	0.17	0.17	0.10	0.17	0.17	0.09	0.16	0.16	0.09	0.15	0.15
Sat Flow, veh/h	1499	1841	1572	1810	3343	257	1795	754	924	1711	1632	186
Grp Volume(v), veh/h	11	213	107	123	164	170	165	0	158	53	0	156
Grp Sat Flow(s),veh/h/ln	1499	1841	1572	1810	1777	1824	1795	0	1679	1711	0	1818
Q Serve(g_s), s	0.0	5.3	2.9	0.0	4.1	4.1	0.0	0.0	4.2	0.0	0.0	3.8
Cycle Q Clear(g_c), s	0.0	5.3	2.9	0.0	4.1	4.1	0.0	0.0	4.2	0.0	0.0	3.8
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.55	1.00		0.10
Lane Grp Cap(c), veh/h	385	311	266	397	294	302	405	0	270	386	0	279
V/C Ratio(X)	0.03	0.68	0.40	0.31	0.56	0.56	0.41	0.00	0.59	0.14	0.00	0.56
Avail Cap(c_a), veh/h	514	1496	1278	933	1819	1868	604	0	837	559	0	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	18.9	17.9	18.8	18.5	18.6	18.9	0.0	18.8	17.9	0.0	18.9
Incr Delay (d2), s/veh	0.0	1.0	0.4	0.2	0.6	0.6	0.7	0.0	0.8	0.2	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	3.6	1.7	2.0	2.7	2.8	2.8	0.0	2.7	0.9	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	19.9	18.3	18.9	19.2	19.2	19.6	0.0	19.5	18.0	0.0	19.6
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h	331			457			323			209		
Approach Delay, s/veh	19.2			19.1			19.6			19.2		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	13.9	10.1	13.7	11.1	13.5	10.1	13.7				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+I1), s	2.0	7.3	2.0	6.2	2.0	6.1	2.0	5.8				
Green Ext Time (p_c), s	0.1	0.9	0.0	0.5	0.0	1.2	0.2	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	19.3											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

05/01/2025

18: NW Parker St & NW Lake Rd

Existing 2025 AM
Weekday AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	177	153	102	257	137	59	44	116
Future Volume (vph)	9	177	153	102	257	137	59	44	116
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	17.9	12.0	12.0	20.4	18.3	21.7	16.9	16.6	9.8
Actuated g/C Ratio	0.32	0.22	0.22	0.37	0.33	0.39	0.30	0.30	0.18
v/c Ratio	0.03	0.54	0.38	0.26	0.31	0.30	0.36	0.13	0.49
Control Delay (s/veh)	13.8	27.1	6.3	15.2	16.0	13.9	15.5	12.9	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.8	27.1	6.3	15.2	16.0	13.9	15.5	12.9	28.0
LOS	B	C	A	B	B	B	B	B	C
Approach Delay (s/veh)		17.4			15.8		14.7		24.2
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 55.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 17.2

Intersection LOS: B

Intersection Capacity Utilization 49.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



04/30/2025
19: SE 283rd Ave & SE 23rd St

Existing 2025 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	44	96	190	39	49	109
Future Vol, veh/h	44	96	190	39	49	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	2
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	14	6	3	18	8	9
Mvmt Flow	49	108	213	44	55	122
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	468	235	0	0	257	0
Stage 1	235	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	5.94	5.96	-	-	4.18	-
Critical Hdwy Stg 1	4.94	-	-	-	-	-
Critical Hdwy Stg 2	4.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	575	810	-	-	1273	-
Stage 1	807	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	549	810	-	-	1273	-
Mov Cap-2 Maneuver	549	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.58	0		2.47		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	704		558	-	
HCM Lane V/C Ratio	-	0.223		0.043	-	
HCM Ctrl Dly (s/v)	-	11.6		8	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.9		0.1	-	

04/23/2025
1: NE 232nd Ave & NE 28th St

Existing 2025 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	302	73	6	157	0	60	0	6	1	1	3
Future Vol, veh/h	5	302	73	6	157	0	60	0	6	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	3	0	0	100	0	0
Mvmt Flow	5	321	78	6	167	0	64	0	6	1	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	399	0	0	551	551	360	512	589	167
Stage 1	-	-	-	-	-	-	371	371	-	180	180	-
Stage 2	-	-	-	-	-	-	180	180	-	332	410	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1423	-	-	1171	-	-	443	445	689	348	423	882
Stage 1	-	-	-	-	-	-	647	623	-	639	754	-
Stage 2	-	-	-	-	-	-	819	754	-	517	599	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1423	-	-	1171	-	-	436	440	689	341	419	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	440	-	341	419	-
Stage 1	-	-	-	-	-	-	644	620	-	635	750	-
Stage 2	-	-	-	-	-	-	810	750	-	510	596	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.3	14.45	11.34
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	451	23	-	-	66	-	-	573
HCM Lane V/C Ratio	0.156	0.004	-	-	0.005	-	-	0.009
HCM Ctrl Dly (s/v)	14.4	7.5	0	-	8.1	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

04/23/2025

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

Existing 2025 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	231	0	0	125	101	0	0	0	128	0	40
Future Vol, veh/h	74	231	0	0	125	101	0	0	0	128	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	82	257	0	0	139	112	0	0	0	142	0	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	257	0	0	560	672	257	616	616	195
Stage 1	-	-	-	-	-	-	421	421	-	195	195	-
Stage 2	-	-	-	-	-	-	139	251	-	421	421	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1308	-	-	1320	-	-	442	380	787	401	409	851
Stage 1	-	-	-	-	-	-	614	592	-	804	743	-
Stage 2	-	-	-	-	-	-	869	703	-	608	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1320	-	-	388	352	787	372	379	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	388	352	-	372	379	-
Stage 1	-	-	-	-	-	-	569	549	-	804	743	-
Stage 2	-	-	-	-	-	-	824	703	-	564	549	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.93			0			0			19.67		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	437	-	-	1320	-	-	429				
HCM Lane V/C Ratio	-	0.063	-	-	-	-	-	0.435				
HCM Ctrl Dly (s/v)	0	7.9	0	-	0	-	-	19.7				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	2.2				

04/23/2025
3: NE 249th Ave & NE 25th St (SR 500)

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	341	29	2	211	15	4
Future Vol, veh/h	341	29	2	211	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	3	50	4	7	0
Mvmt Flow	388	33	2	240	17	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	420	0	648	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	244	-
Critical Hdwy	-	-	4.6	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.65	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	923	-	427	651
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	923	-	426	651
Mov Cap-2 Maneuver	-	-	-	-	426	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	782	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.08		13.23		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	459	-	-	17	-	
HCM Lane V/C Ratio	0.047	-	-	0.002	-	
HCM Ctrl Dly (s/v)	13.2	-	-	8.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

04/23/2025
4: NE 14th St & NE 249th Ave

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	7	14	17	12
Future Vol, veh/h	5	5	7	14	17	12
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	20	0	0	0	0	8
Mvmt Flow	7	7	10	21	25	18
Major/Minor	Minor2		Major2			
Conflicting Flow All	21	21	-	0		
Stage 1	21	21	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	6.6	6.5	-	-		
Critical Hdwy Stg 1	5.6	5.5	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.68	4	-	-		
Pot Cap-1 Maneuver	952	877	-	-		
Stage 1	957	882	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	952	0	-	-		
Mov Cap-2 Maneuver	952	0	-	-		
Stage 1	957	0	-	-		
Stage 2	-	0	-	-		
Approach	EB		WB			
HCM Ctrl Dly, s/v	8.84		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	952	-	-			
HCM Lane V/C Ratio	0.015	-	-			
HCM Ctrl Dly (s/v)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

04/23/2025
5: NE 3rd St & NE 257th Ave

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	21	17	0
Future Vol, veh/h	1	0	0	21	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	32	26	0

Major/Minor	Minor2	Major2		
Conflicting Flow All	16	16	-	0
Stage 1	16	16	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	7.1	-	-
Critical Hdwy Stg 1	6	6.1	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4	-	-
Pot Cap-1 Maneuver	1005	880	-	-
Stage 1	1009	884	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1005	0	-	-
Mov Cap-2 Maneuver	1005	0	-	-
Stage 1	1009	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.59	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	1005	-	-
HCM Lane V/C Ratio	0.002	-	-
HCM Ctrl Dly (s/v)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

04/23/2025
6: NE Everett St (SR 500) & NE 3rd St

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	15	132	5	16	187
Future Vol, veh/h	5	15	132	5	16	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	0	6	1
Mvmt Flow	6	17	150	6	18	213
Major/Minor	Minor2		Major2			
Conflicting Flow All	306	6	0	0		
Stage 1	306	-	-	-		
Stage 2	0	-	-	-		
Critical Hdwy	6.5	6.2	4.12	-		
Critical Hdwy Stg 1	5.5	-	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	4	3.3	2.218	-		
Pot Cap-1 Maneuver	611	1083	-	-		
Stage 1	665	-	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	0	1083	-	-		
Mov Cap-2 Maneuver	0	-	-	-		
Stage 1	0	-	-	-		
Stage 2	0	-	-	-		
Approach	EB		WB			
HCM Ctrl Dly, s/v	8.4					
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBL	WBT			
Capacity (veh/h)	1083	-	-			
HCM Lane V/C Ratio	0.021	-	-			
HCM Ctrl Dly (s/v)	8.4	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

04/23/2025
7: NE Everett St (SR 500) & NE Everett Dr

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	20	198	29	19	138
Future Vol, veh/h	50	20	198	29	19	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	56	22	222	33	21	155
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	437	239	0	0	255	0
Stage 1	239	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	581	805	-	-	1322	-
Stage 1	806	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	572	805	-	-	1322	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.61	0		0.94		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	623	1322	-	
HCM Lane V/C Ratio	-	-	0.126	0.016	-	
HCM Ctrl Dly (s/v)	-	-	11.6	7.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

04/23/2025

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

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	104	80	211	180	3
Future Vol, veh/h	9	104	80	211	180	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	2	0	1	0
Mvmt Flow	10	113	87	229	196	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	601	197	199	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	437	830	1373	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	409	830	1373	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.59	2.14		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1373	-	767	-	-	
HCM Lane V/C Ratio	0.063	-	0.16	-	-	
HCM Ctrl Dly (s/v)	7.8	-	10.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-	

05/01/2025
9: NE Everett St (SR 500) & NE 43rd Ave

Existing 2025 PM
Weekday PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	19	269	298	22	266
Future Volume (veh/h)	224	19	269	298	22	266
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1979	1979	1791	1806	2057	2012
Adj Flow Rate, veh/h	238	10	286	0	23	283
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	346	308	564		514	1024
Arrive On Green	0.18	0.18	0.31	0.00	0.02	0.51
Sat Flow, veh/h	1884	1677	1791	1530	1959	2012
Grp Volume(v), veh/h	238	10	286	0	23	283
Grp Sat Flow(s),veh/h/ln	1884	1677	1791	1530	1959	2012
Q Serve(g_s), s	3.5	0.1	3.8	0.0	0.2	2.4
Cycle Q Clear(g_c), s	3.5	0.1	3.8	0.0	0.2	2.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	346	308	564		514	1024
V/C Ratio(X)	0.69	0.03	0.51		0.04	0.28
Avail Cap(c_a), veh/h	2316	2061	2140		1471	3779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	9.8	8.2	0.0	5.8	4.1
Incr Delay (d2), s/veh	2.4	0.0	1.5	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.1	2.1	0.0	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.6	9.9	9.7	0.0	5.8	4.3
LnGrp LOS	B	A	A		A	A
Approach Vol, veh/h	248		286			306
Approach Delay, s/veh	13.4		9.7			4.4
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	14.2			19.9	9.4
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	2.2	5.8			4.4	5.5
Green Ext Time (p_c), s	0.0	3.4			2.3	0.8
Intersection Summary						
HCM 7th Control Delay, s/veh			8.9			
HCM 7th LOS			A			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

05/01/2025
9: NE Everett St (SR 500) & NE 43rd Ave

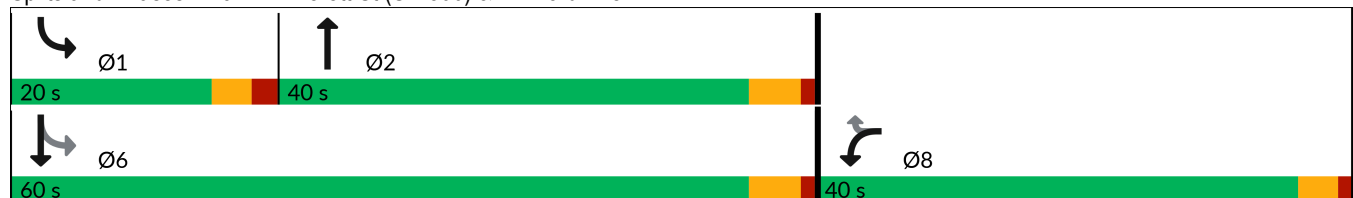
Existing 2025 PM
Weekday PM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	224	19	269	298	22	266
Future Volume (vph)	224	19	269	298	22	266
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	12.1	12.1	17.7	40.9	19.2	19.2
Actuated g/C Ratio	0.30	0.30	0.43	1.00	0.47	0.47
v/c Ratio	0.46	0.04	0.37	0.21	0.04	0.33
Control Delay (s/veh)	15.6	7.0	11.6	0.3	6.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	7.0	11.6	0.3	6.7	8.5
LOS	B	A	B	A	A	A
Approach Delay (s/veh)	15.0		5.7			8.3
Approach LOS	B		A			A

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 40.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay (s/veh): 8.4
 Intersection LOS: A
 Intersection Capacity Utilization 38.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



MOVEMENT SUMMARY

 **Site: 10 [NE Everett St & NW Lake Rd_ExistingPM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: NE Everett Street															
3	L2	All MCs	281	0.0	281	0.0	0.264	11.5	LOS B	1.6	39.6	0.53	0.66	0.53	32.0
8	T1	All MCs	359	1.0	359	1.0	0.295	4.9	LOS A	1.9	47.1	0.53	0.50	0.53	35.3
Approach			639	0.6	639	0.6	0.295	7.8	LOS A	1.9	47.1	0.53	0.57	0.53	33.7
North: NE Everett Street															
4	T1	All MCs	289	2.0	289	2.0	0.234	4.9	LOS A	1.4	35.9	0.48	0.48	0.48	35.3
14	R2	All MCs	265	0.0	265	0.0	0.208	4.9	LOS A	1.2	31.1	0.46	0.52	0.46	35.3
Approach			554	1.0	554	1.0	0.234	4.9	LOS A	1.4	35.9	0.47	0.50	0.47	35.3
West: NW Lake Road															
5	L2	All MCs	323	1.0	323	1.0	0.258	11.1	LOS B	1.6	39.8	0.49	0.64	0.49	32.0
12	R2	All MCs	371	0.0	371	0.0	0.292	5.0	LOS A	1.8	46.2	0.50	0.53	0.50	35.2
Approach			695	0.5	695	0.5	0.292	7.8	LOS A	1.8	46.2	0.49	0.58	0.49	33.6
All Vehicles			1888	0.7	1888	0.7	0.295	6.9	LOS A	1.9	47.1	0.50	0.55	0.50	34.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

04/23/2025
11: NE Everett St (SR 500) & NE 17th Ave

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	18	56	400	425	43
Future Vol, veh/h	50	18	56	400	425	43
Conflicting Peds, #/hr	0	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	53	19	59	421	447	45

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1015	476	499	0	-	0
Stage 1	476	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	266	593	1055	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	590	1050	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.29	1.06	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	421	-	-
HCM Lane V/C Ratio	0.056	-	0.17	-	-
HCM Ctrl Dly (s/v)	8.6	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

04/24/2025
12: NE Everett St (SR 500) & NE 15th Ave

Existing 2025 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	45	10	33	6	8	28	12	383	3	40	325	78
Future Vol, veh/h	45	10	33	6	8	28	12	383	3	40	325	78
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	48	11	35	6	9	30	13	407	3	43	346	83

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	912	909	387	871	948	411	429	0	0	411	0	0
Stage 1	472	472	-	435	435	-	-	-	-	-	-	-
Stage 2	439	436	-	436	514	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	257	267	665	274	263	645	1142	-	-	1159	-	-
Stage 1	576	546	-	604	584	-	-	-	-	-	-	-
Stage 2	600	566	-	603	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	225	254	665	237	250	644	1142	-	-	1159	-	-
Mov Cap-2 Maneuver	225	254	-	237	250	-	-	-	-	-	-	-
Stage 1	555	525	-	597	578	-	-	-	-	-	-	-
Stage 2	557	560	-	539	519	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21.95		14.67		0.25		0.74	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	305 417	1159	-	-
HCM Lane V/C Ratio	0.011	-	-	0.307 0.107	0.037	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	22 14.7	8.2	-	-
HCM Lane LOS	A	-	-	C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3 0.4	0.1	-	-

04/23/2025
13: NE Everett St (SR 500) & NE 14th Ave

Existing 2025 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	14.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	73	31	0	0	24	301	0	1	0	325	0	44
Future Vol, veh/h	73	31	0	0	24	301	0	1	0	325	0	44
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	2	0	0	0	1	0	0
Mvmt Flow	79	34	0	0	26	327	0	1	0	353	0	48
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	748	733	26	-	756	5	48	0	0	2	0	0
Stage 1	730	730	-	-	2	-	-	-	-	-	-	-
Stage 2	17	2	-	-	754	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	-	6.5	6.22	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	-	4	3.318	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	331	347	1056	0	340	1078	1572	-	-	1627	-	-
Stage 1	417	426	-	0	898	-	-	-	-	-	-	-
Stage 2	1007	892	-	0	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	269	1054	-	263	1074	1572	-	-	1625	-	-
Mov Cap-2 Maneuver	164	269	-	-	263	-	-	-	-	-	-	-
Stage 1	323	330	-	-	897	-	-	-	-	-	-	-
Stage 2	678	891	-	-	326	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	50.65		11.87		0		6.9					
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1572	-	-	186	875	1321	-	-				
HCM Lane V/C Ratio	-	-	-	0.609	0.404	0.217	-	-				
HCM Ctrl Dly (s/v)	0	-	-	50.7	11.9	7.8	0	-				
HCM Lane LOS	A	-	-	F	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	3.4	2	0.8	-	-				

04/23/2025
14: NE 6th Ave & Division St

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	↔
Traffic Vol, veh/h	165	686	568	28	8	111
Future Vol, veh/h	165	686	568	28	8	111
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	2	0	0	1
Mvmt Flow	174	722	598	29	8	117
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	630	0	-	0	1324	317
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	708	-
Critical Hdwy	4.12	-	-	-	5.2	6.12
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	955	-	-	-	270	732
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	952	-	-	-	207	730
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	621	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.06	0		11.69		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	698	-	-	-	207	730
HCM Lane V/C Ratio	0.182	-	-	-	0.041	0.16
HCM Ctrl Dly (s/v)	9.6	1.5	-	-	23.1	10.9
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1	0.6

04/23/2025
15: NW Lacamas Ln & NW Lake Rd

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	601	3	78	436	10	60
Future Vol, veh/h	601	3	78	436	10	60
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	639	3	83	464	11	64
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	643	0	1271	642
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	-	-	4.1	-	5.2	5.6
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	952	-	286	532
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	952	-	261	531
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	602	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.39		13.66		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	261	531	-	-	952	-
HCM Lane V/C Ratio	0.041	0.12	-	-	0.087	-
HCM Ctrl Dly (s/v)	19.4	12.7	-	-	9.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0.3	-

04/23/2025
16: NW Sierra St & NW Lake Rd

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	511	145	95	340	72	100
Future Vol, veh/h	511	145	95	340	72	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	3	1
Mvmt Flow	538	153	100	358	76	105
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	691	0	1172	614
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	-	-	4.11	-	6.43	6.21
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.309
Pot Cap-1 Maneuver	-	-	909	-	212	494
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	909	-	188	494
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	508	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.06		23.54		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	494	-	-	909	-
HCM Lane V/C Ratio	0.403	0.213	-	-	0.11	-
HCM Ctrl Dly (s/v)	36.4	14.3	-	-	9.5	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	0.8	-	-	0.4	-

04/23/2025
17: NW Leadbetter Dr & NW Lake Rd

Existing 2025 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	527	6	70	337	6	3	5	115	10	7	13
Future Vol, veh/h	7	527	6	70	337	6	3	5	115	10	7	13
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	8
Mvmt Flow	8	573	7	76	366	7	3	5	125	11	8	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	582	0	0	1118	1119	579	1113	1119	371
Stage 1	-	-	-	-	-	-	594	594	-	522	522	-
Stage 2	-	-	-	-	-	-	523	525	-	591	598	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1197	-	-	1002	-	-	186	208	519	188	208	662
Stage 1	-	-	-	-	-	-	495	496	-	542	534	-
Stage 2	-	-	-	-	-	-	541	533	-	497	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	999	-	-	160	191	517	127	191	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	191	-	127	191	-
Stage 1	-	-	-	-	-	-	490	491	-	500	494	-
Stage 2	-	-	-	-	-	-	481	492	-	370	490	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	1.51	16	23.96
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	1197	-	-	999	-	-	222
HCM Lane V/C Ratio	0.291	0.006	-	-	0.076	-	-	0.147
HCM Ctrl Dly (s/v)	16	8	-	-	8.9	-	-	24
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.2	-	-	0.5

05/01/2025

18: NW Parker St & NW Lake Rd

Existing 2025 PM
Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	415	136	43	295	25	181	120	98	43	90	17
Future Volume (veh/h)	19	415	136	43	295	25	181	120	98	43	90	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1885	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	21	456	100	47	324	18	199	132	87	47	99	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1	0	1	0	1	1	0	0	1	0
Cap, veh/h	579	558	468	284	514	28	375	182	120	209	175	25
Arrive On Green	0.24	0.29	0.29	0.09	0.15	0.15	0.10	0.17	0.17	0.05	0.11	0.11
Sat Flow, veh/h	1810	1900	1592	1810	3449	191	1795	1059	698	1810	1613	228
Grp Volume(v), veh/h	21	456	100	47	168	174	199	0	219	47	0	113
Grp Sat Flow(s),veh/h/ln	1810	1900	1592	1810	1791	1849	1795	0	1757	1810	0	1842
Q Serve(g_s), s	0.0	12.7	2.7	0.0	5.0	5.1	0.0	0.0	6.7	0.0	0.0	3.3
Cycle Q Clear(g_c), s	0.0	12.7	2.7	0.0	5.0	5.1	0.0	0.0	6.7	0.0	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	579	558	468	284	267	276	375	0	302	209	0	200
V/C Ratio(X)	0.04	0.82	0.21	0.17	0.63	0.63	0.53	0.00	0.72	0.22	0.00	0.56
Avail Cap(c_a), veh/h	579	1307	1095	737	1551	1602	498	0	741	424	0	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	18.8	15.2	23.8	22.8	22.8	22.5	0.0	22.4	26.0	0.0	24.2
Incr Delay (d2), s/veh	0.0	1.1	0.1	0.1	0.9	0.9	1.2	0.0	1.2	0.5	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	8.7	1.6	1.0	3.6	3.7	4.2	0.0	4.7	1.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	19.9	15.3	23.9	23.7	23.7	23.7	0.0	23.6	26.5	0.0	25.1
LnGrp LOS	B	B	B	C	C	C	C		C	C		C
Approach Vol, veh/h	577			389			418			160		
Approach Delay, s/veh	19.0			23.8			23.7			25.5		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	22.5	8.2	15.7	19.2	14.0	11.5	12.5				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+l1), s	2.0	14.7	2.0	8.7	2.0	7.1	2.0	5.3				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.7	0.0	1.2	0.3	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Notes

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

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

05/01/2025

18: NW Parker St & NW Lake Rd

Existing 2025 PM
Weekday PM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	415	136	43	295	181	120	43	90
Future Volume (vph)	19	415	136	43	295	181	120	43	90
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	26.5	22.4	22.4	28.1	24.1	22.5	16.5	14.7	9.7
Actuated g/C Ratio	0.42	0.35	0.35	0.44	0.38	0.36	0.26	0.23	0.15
v/c Ratio	0.04	0.68	0.22	0.13	0.26	0.37	0.50	0.15	0.41
Control Delay (s/veh)	14.6	25.8	2.3	14.0	17.7	19.9	25.8	18.7	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.6	25.8	2.3	14.0	17.7	19.9	25.8	18.7	33.3
LOS	B	C	A	B	B	B	C	B	C
Approach Delay (s/veh)		19.9			17.3		23.1		29.2
Approach LOS		B			B		C		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 63.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 21.0

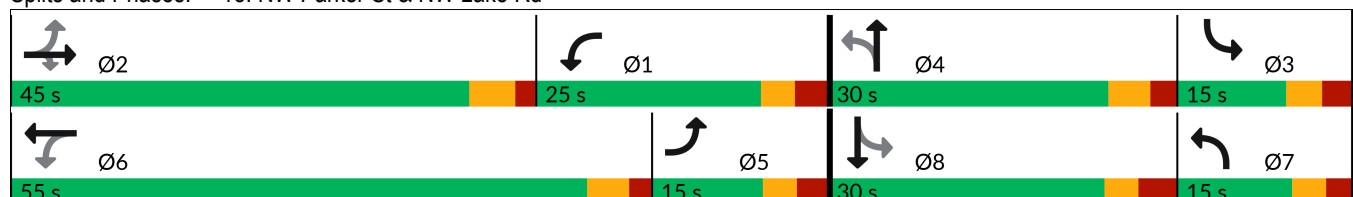
Intersection LOS: C

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



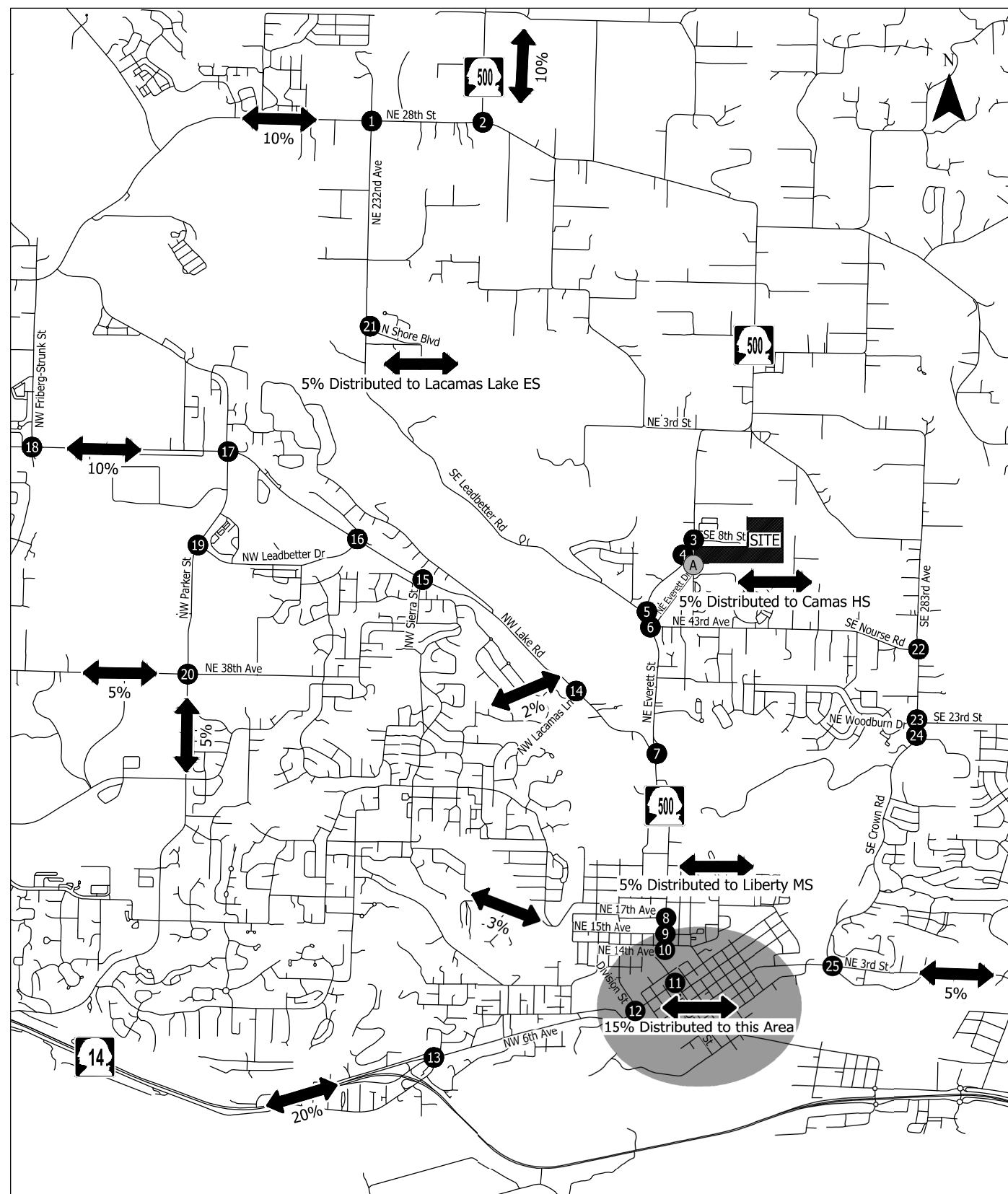
04/30/2025
19: SE 283rd Ave & SE 23rd St

Existing 2025 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	50	129	36	37	127
Future Vol, veh/h	46	50	129	36	37	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-2
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	6	4	14	5	4
Mvmt Flow	52	57	147	41	42	144
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	395	167	0	0	188	0
Stage 1	167	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	5.84	5.96	-	-	4.15	-
Critical Hdwy Stg 1	4.84	-	-	-	-	-
Critical Hdwy Stg 2	4.84	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.245	-
Pot Cap-1 Maneuver	647	879	-	-	1369	-
Stage 1	882	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	625	879	-	-	1369	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.74	0		1.74		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	736	406	-	
HCM Lane V/C Ratio	-	-	0.148	0.031	-	
HCM Ctrl Dly (s/v)	-	-	10.7	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Appendix E: In-Process Data

0% Build-Out

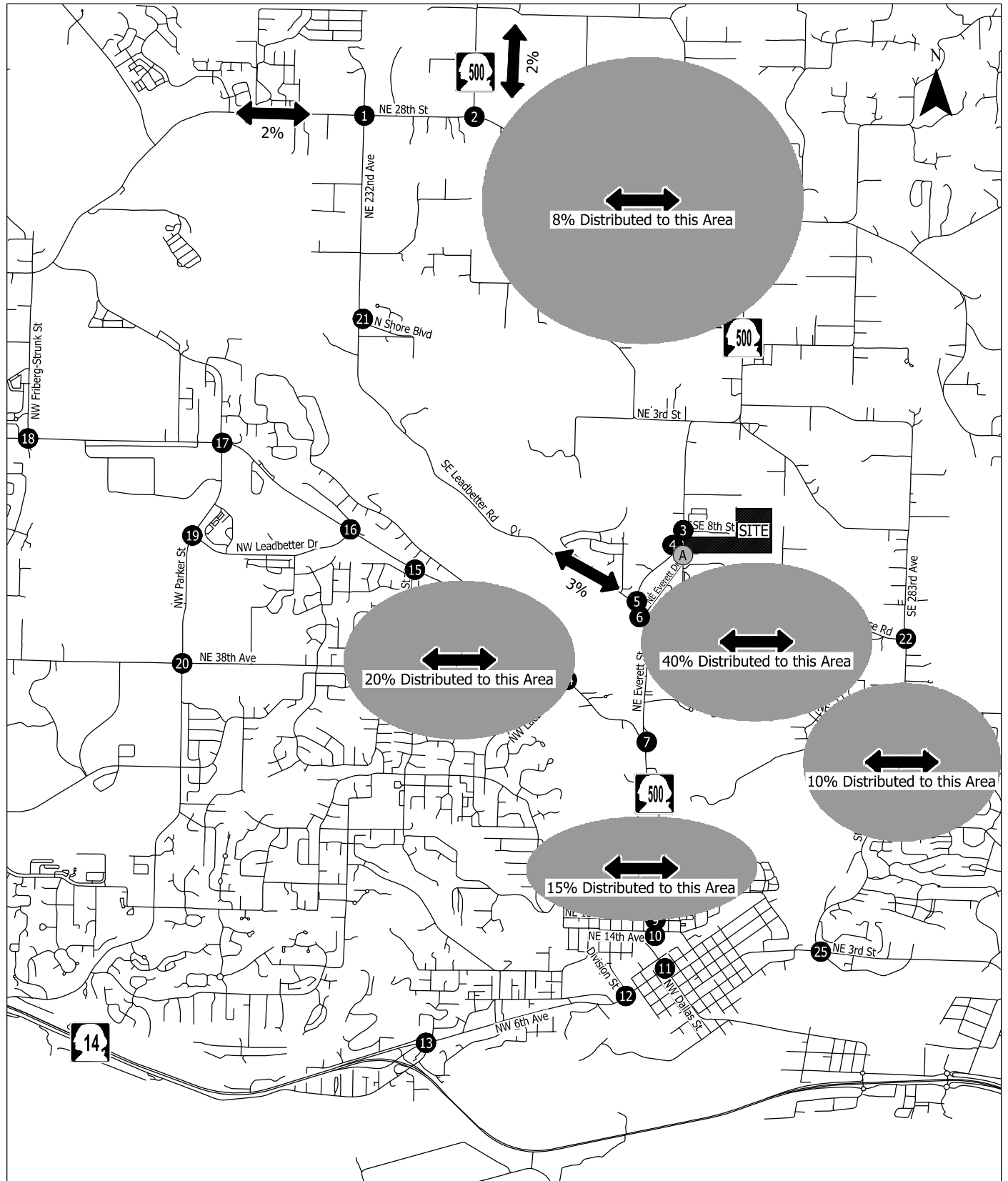


Estimated Residential Site Trip Distribution Pattern Camas, Washington

Figure
10

0% Build-Out

C:\Users\doubleclay\appdata\local\temp\AcPublish_23824\30088_figureset.dwg Oct 10, 2024 - 3:29pm - rdoubeday Layout Tab: Fig.11 Commercial Trip Distribution



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

Estimated Commercial Site
Trip Distribution Pattern
Camas, Washington

Figure
11



Figure
12



Note: Negative volumes reflect pass-by trips

- # Study Intersections
- A Site Driveway

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

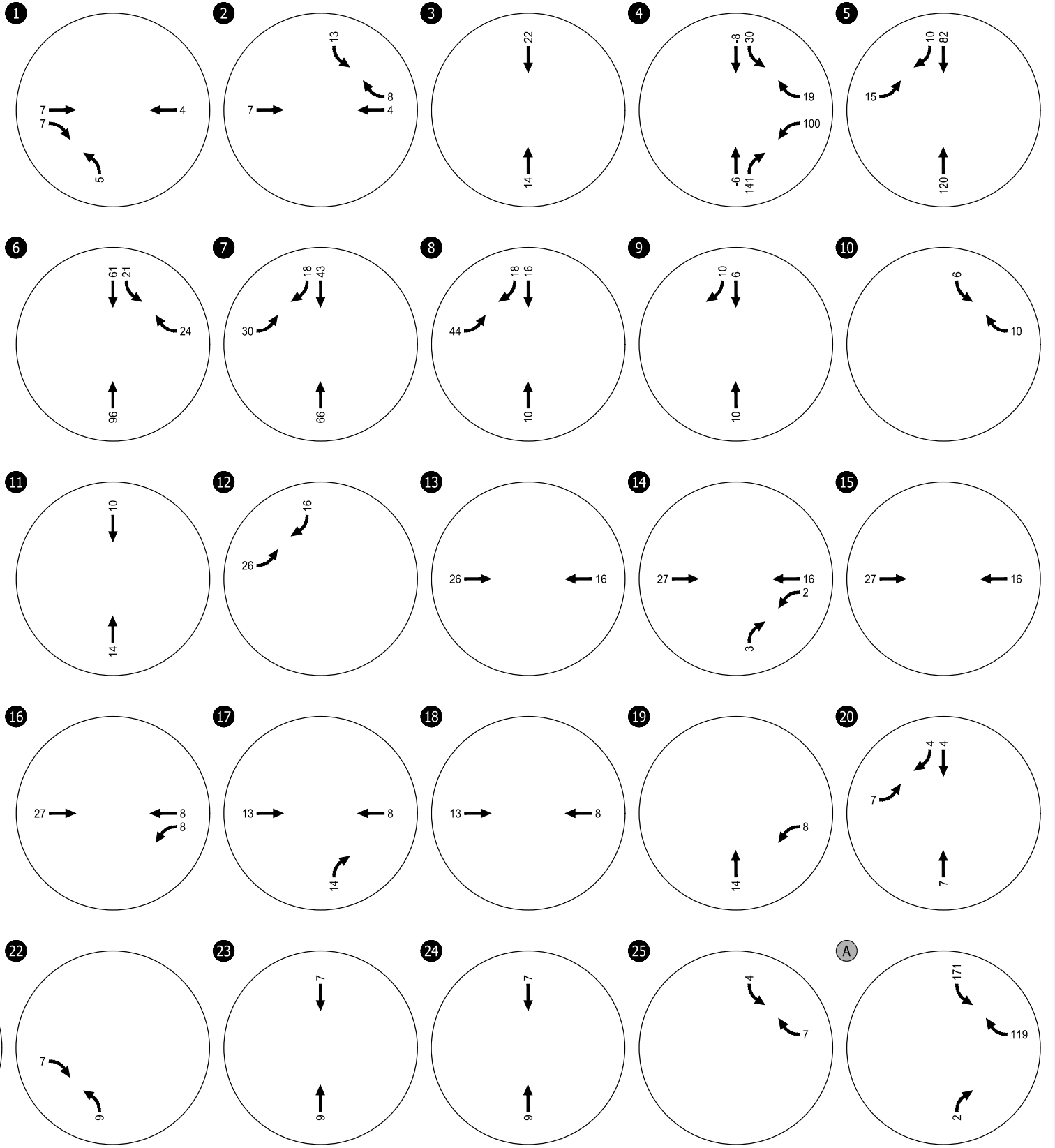
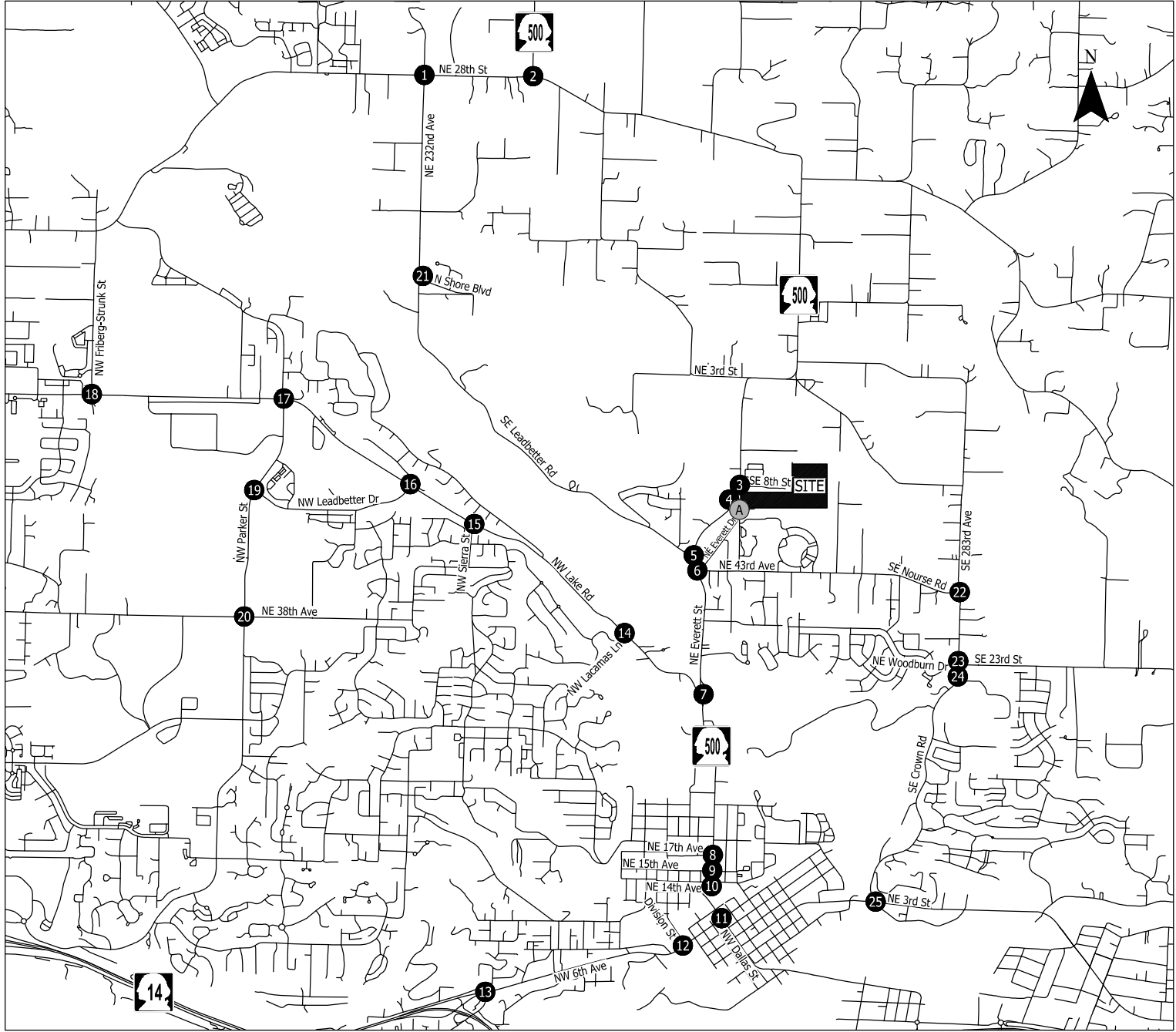
Figure
13

0% Build-Out

October 2024

Camas Woods

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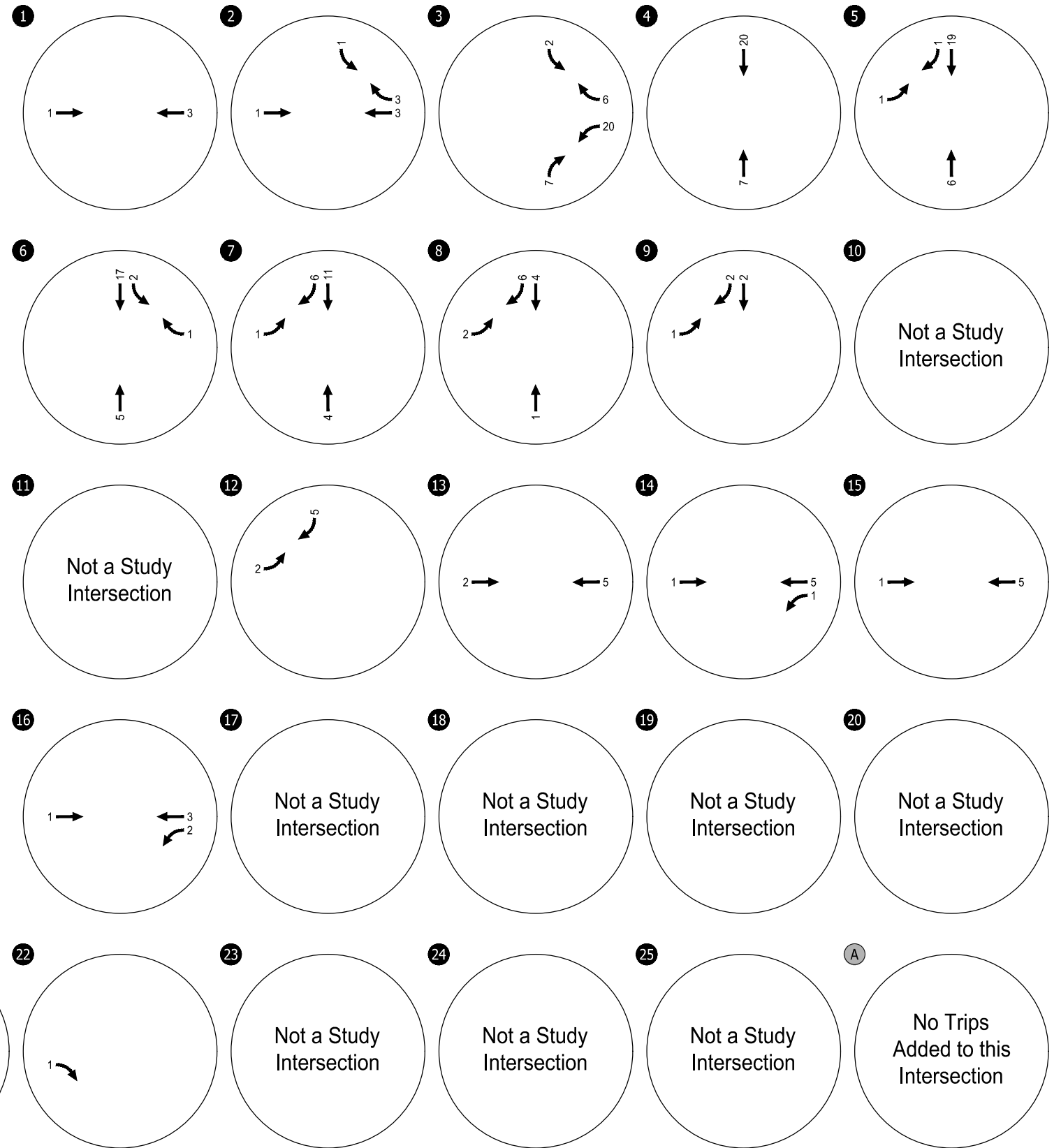


Note: Negative volumes reflect pass-by trips

- # Study Intersections
- A Site Driveway

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

Figure
14

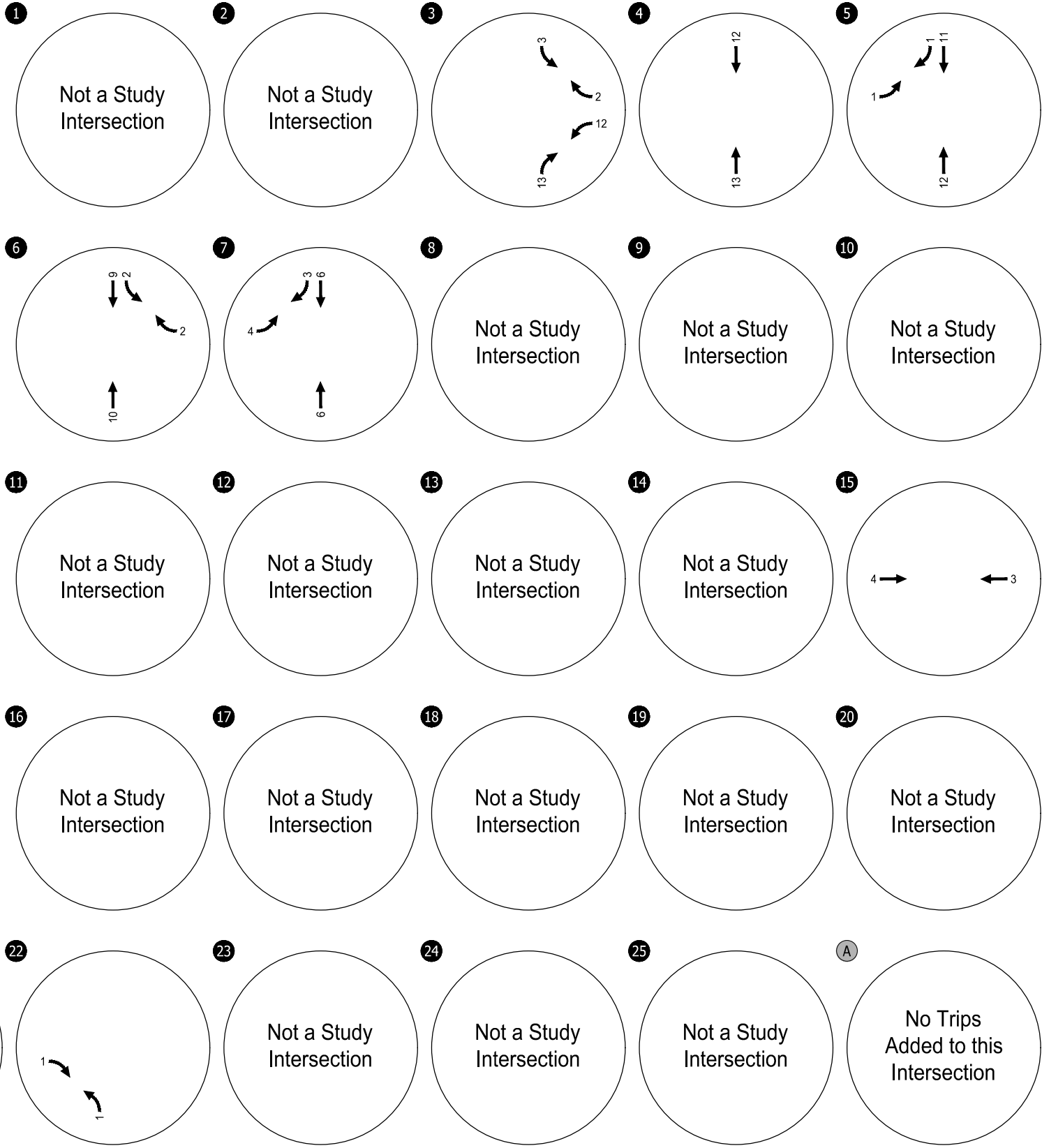
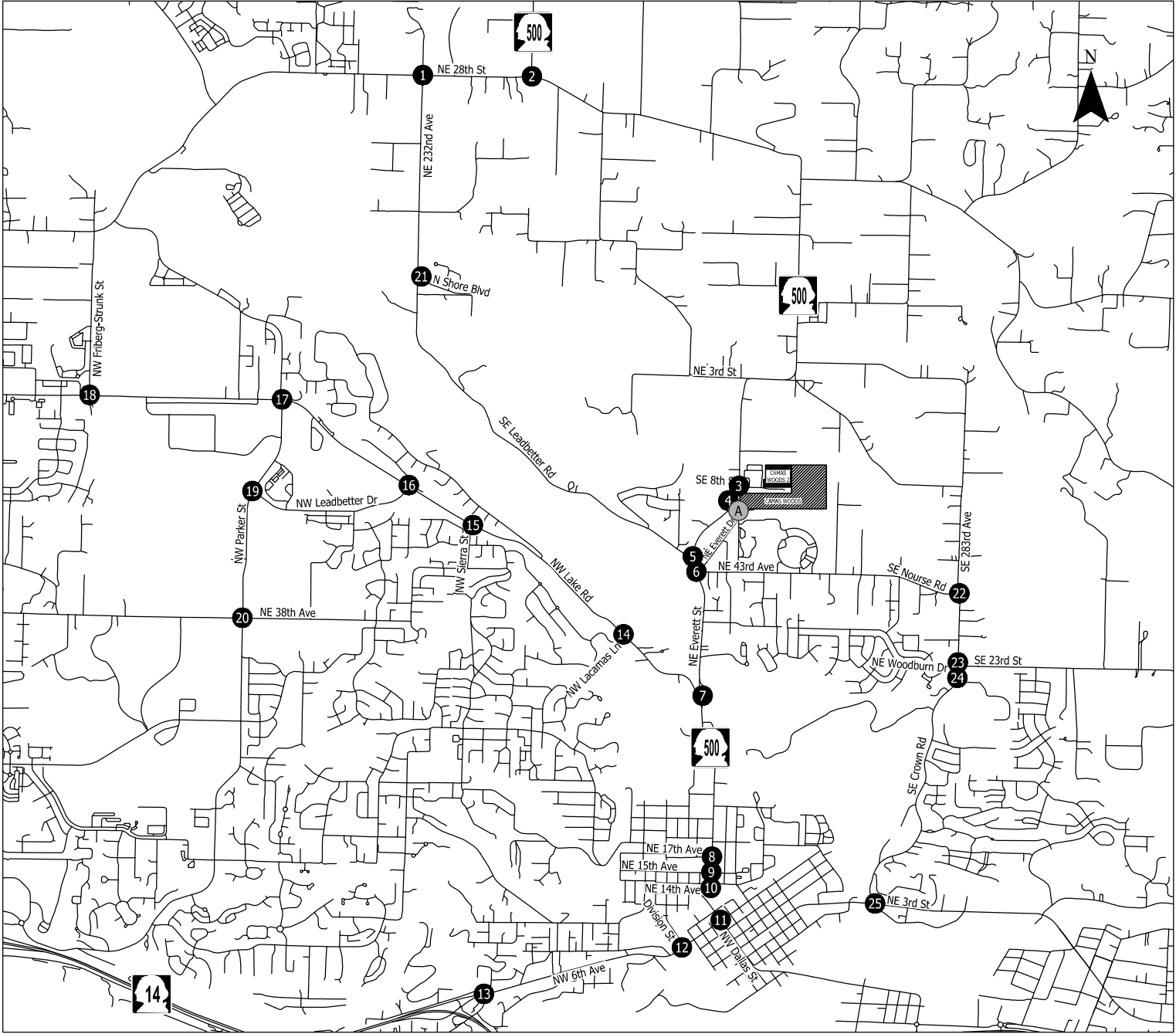


Study Intersections
A Site Driveway
XX% Trip Distribution Percentage

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

Figure
3

H:\30\30088 - Camas Woods\report\figs\30088_figureset_Phase3.dwg Mar 04, 2025 - 9:13am - rdbulday Layout Tab: Fig4 Phase 3 School PM Trips



Study Intersections
A Site Driveway
XX% Trip Distribution Percentage

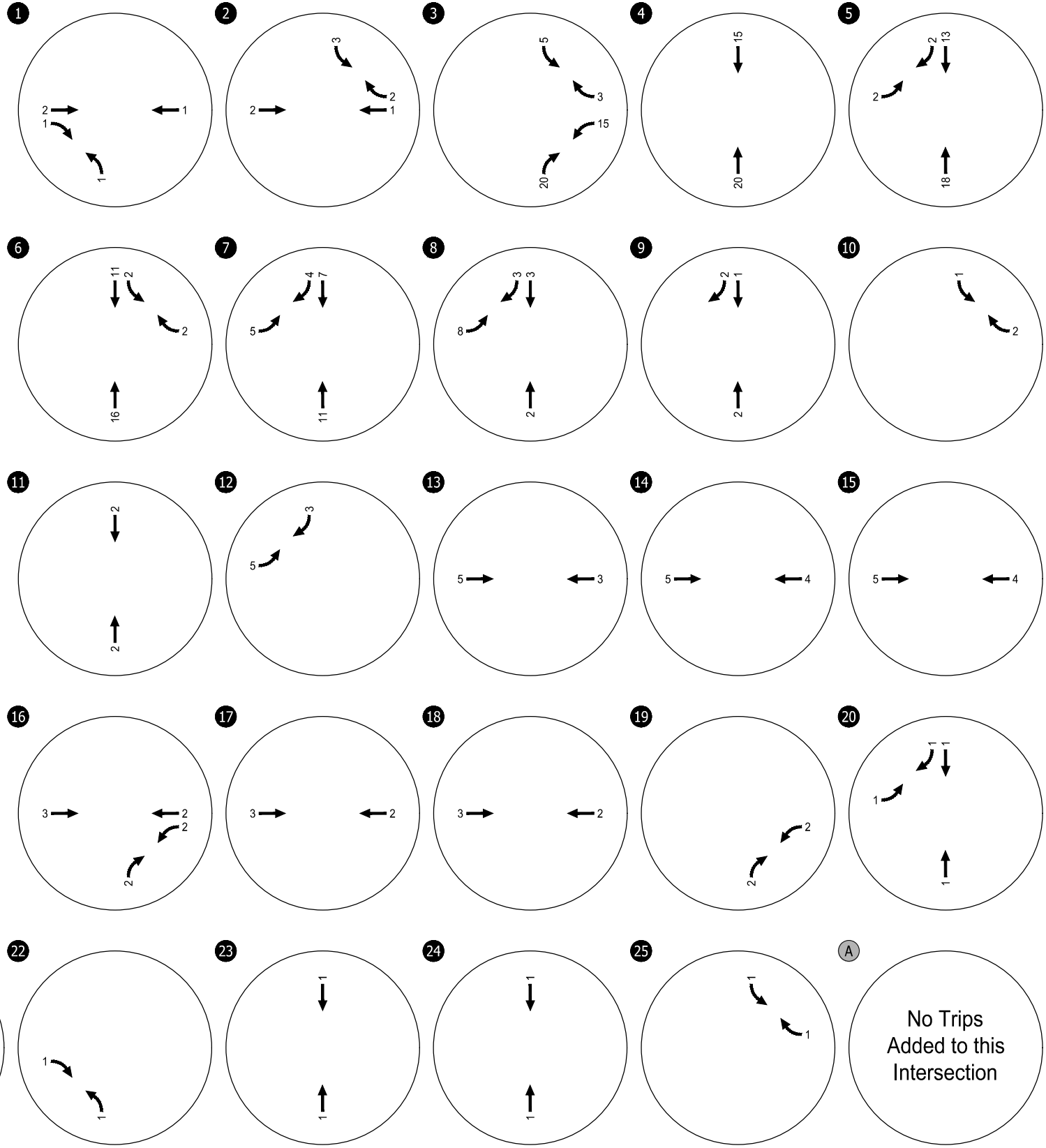
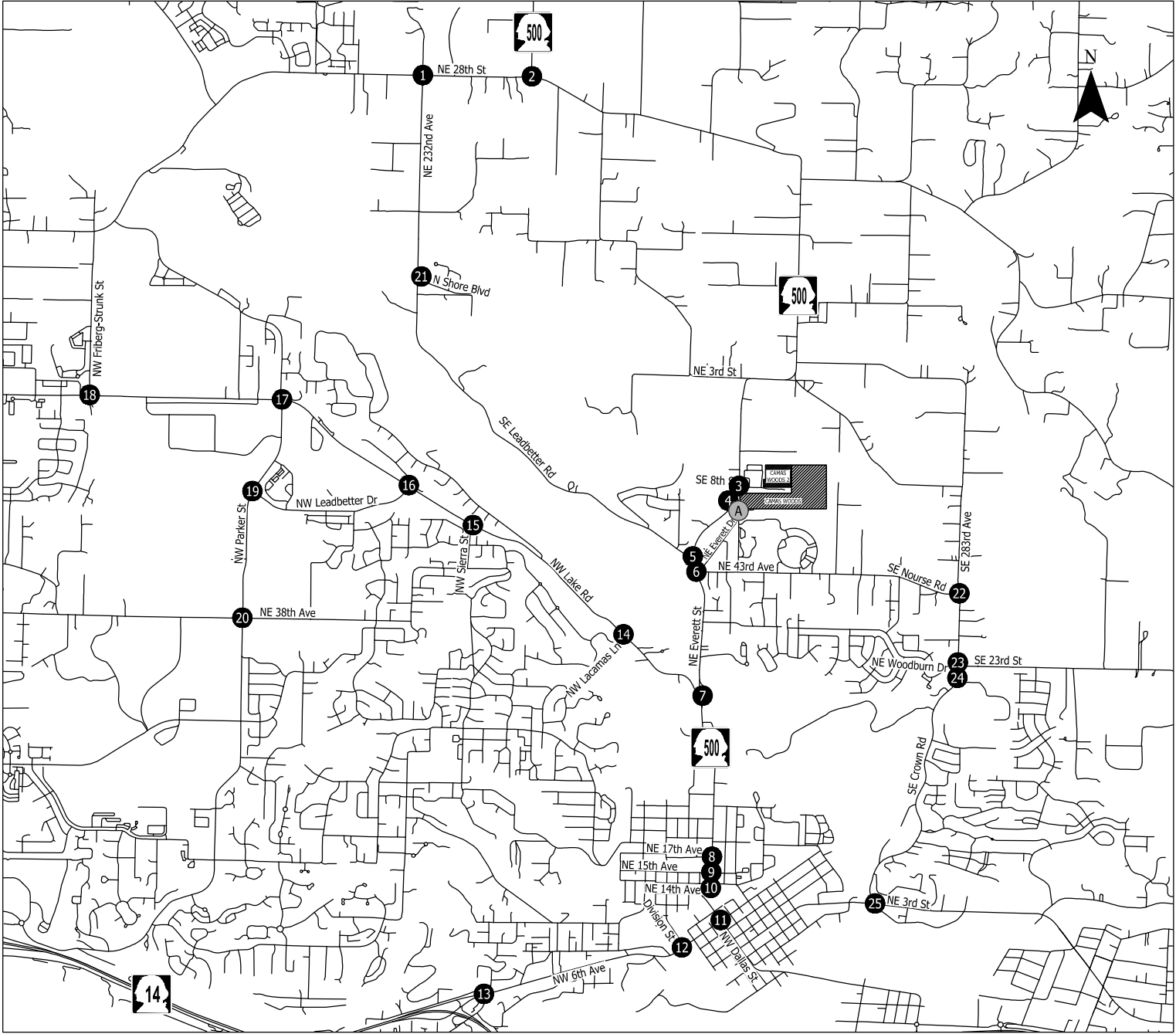
Site-Generated Trip Assignment
Weekday School PM Peak Hour
Camas, Washington

Figure
4

0% Build-Out

Camas Woods 2

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



Study Intersections
A Site Driveway
XX% Trip Distribution Percentage

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

Figure
5

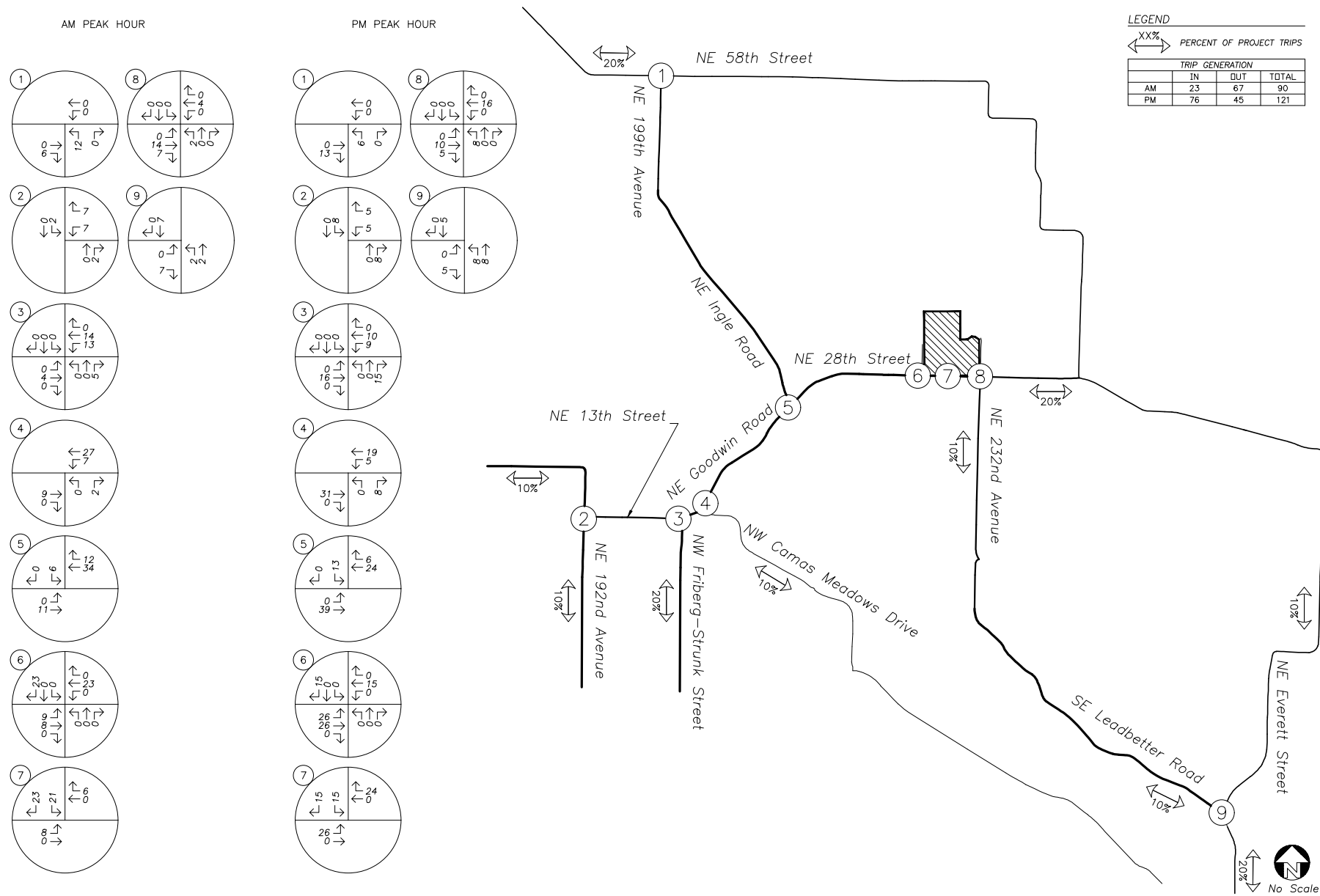


Figure 3
Camas Heights
10/22/2021

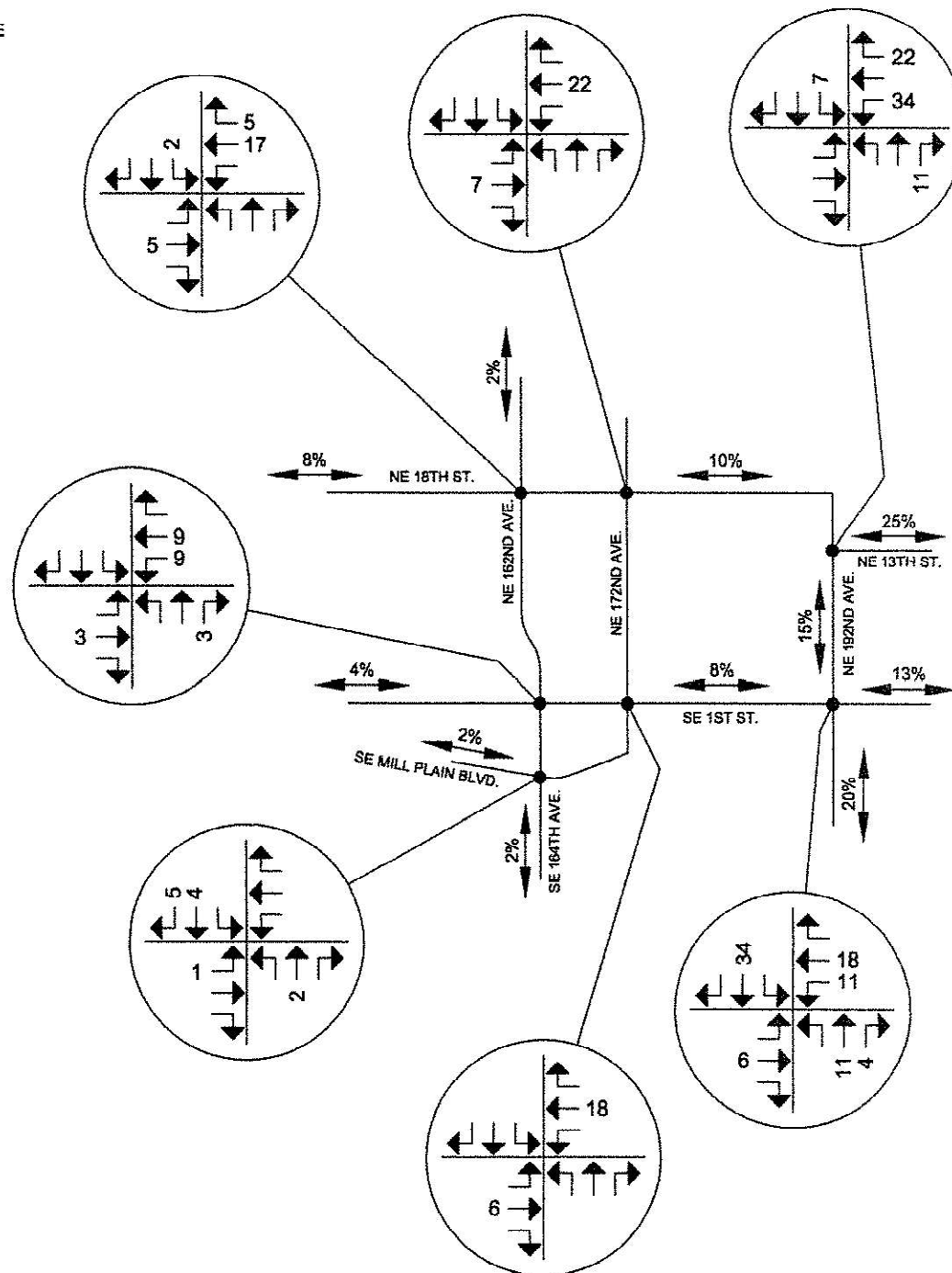
SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Site Trips

AM & PM Peak Hours



Phone: 360-433-7530



MATCH LINE SEE FIGURE 7a

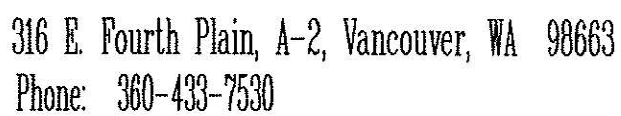
GREEN MOUNTAIN ESTATES

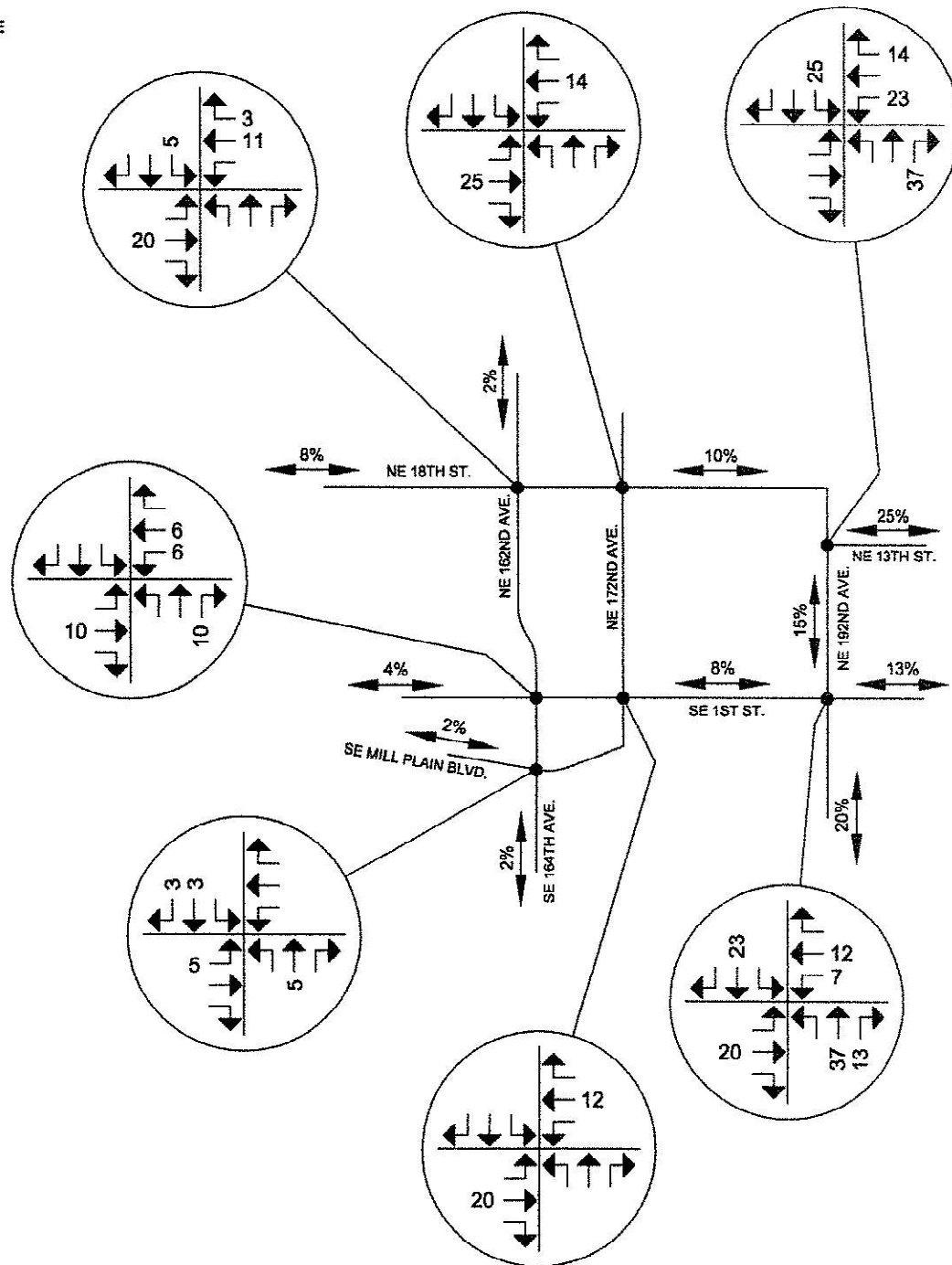
FIGURE 7b
**SITE TRAFFIC DISTRIBUTION/
 ASSIGNMENT, AM PEAK HOUR**

KELLY ENGINEERING

316 E. Fourth Plain, A-2, Vancouver, WA 98663

Phone: 360-433-7530





MATCH LINE SEE FIGURE 7c

GREEN MOUNTAIN ESTATES

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

KELLY ENGINEERING

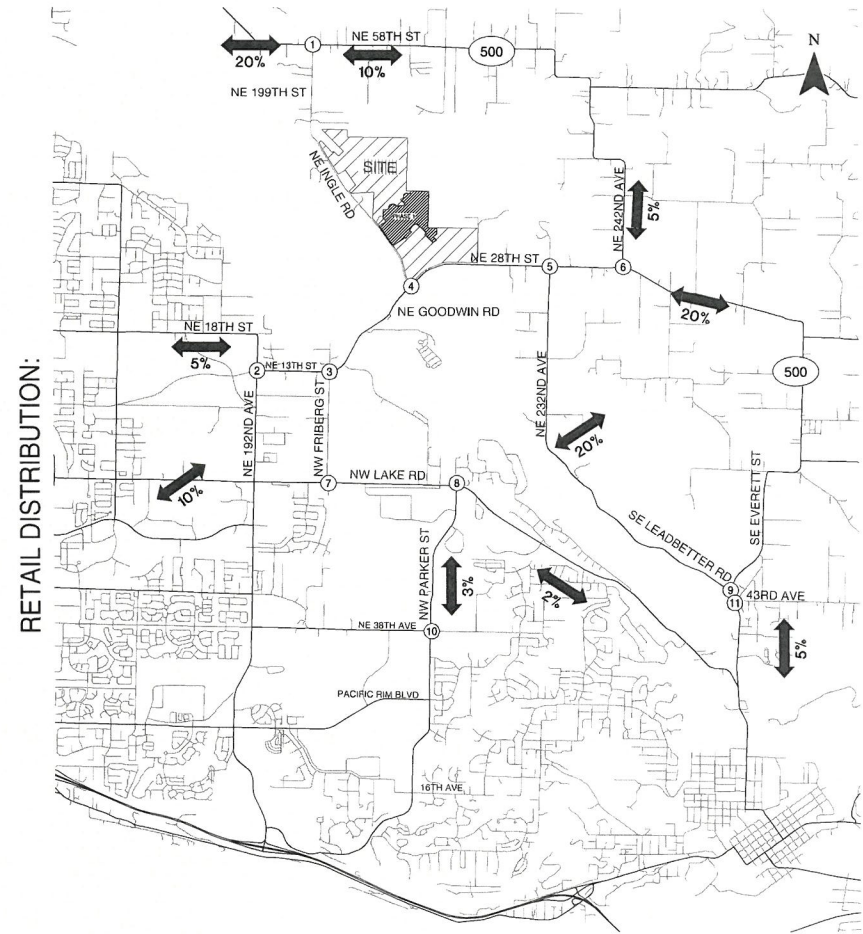
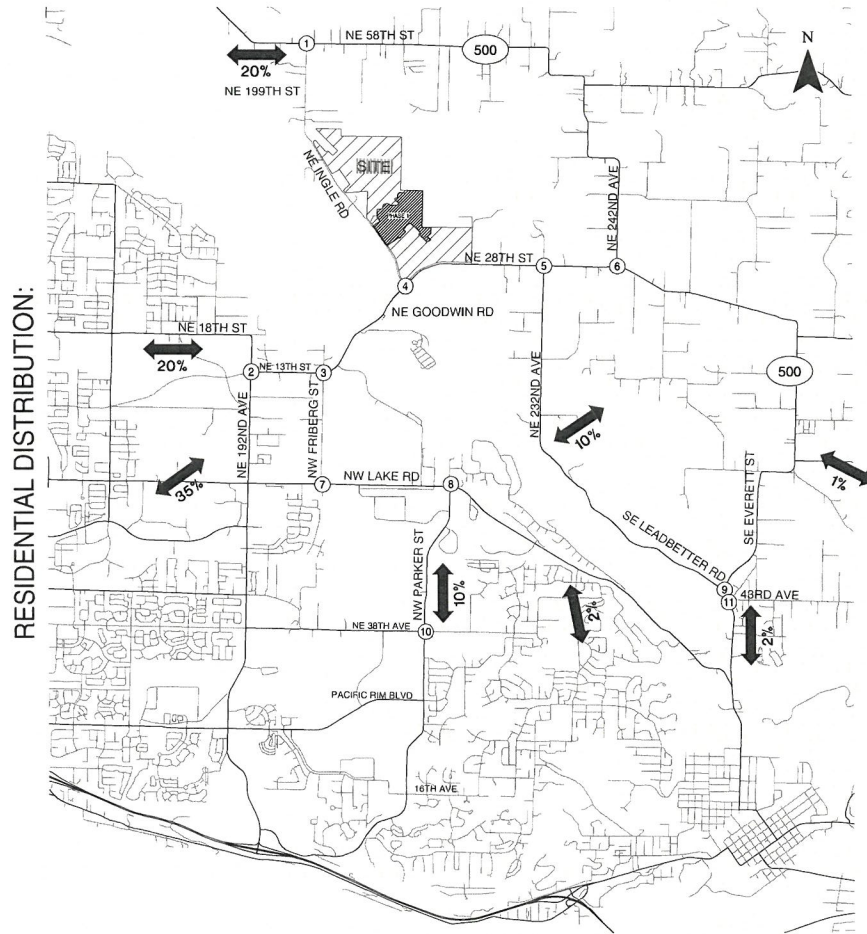
316 E. Fourth Plain, A-2, Vancouver, WA 98663

Phone: 360-433-7530

80% Build-Out

Green Mountain Master Plan

November 2014



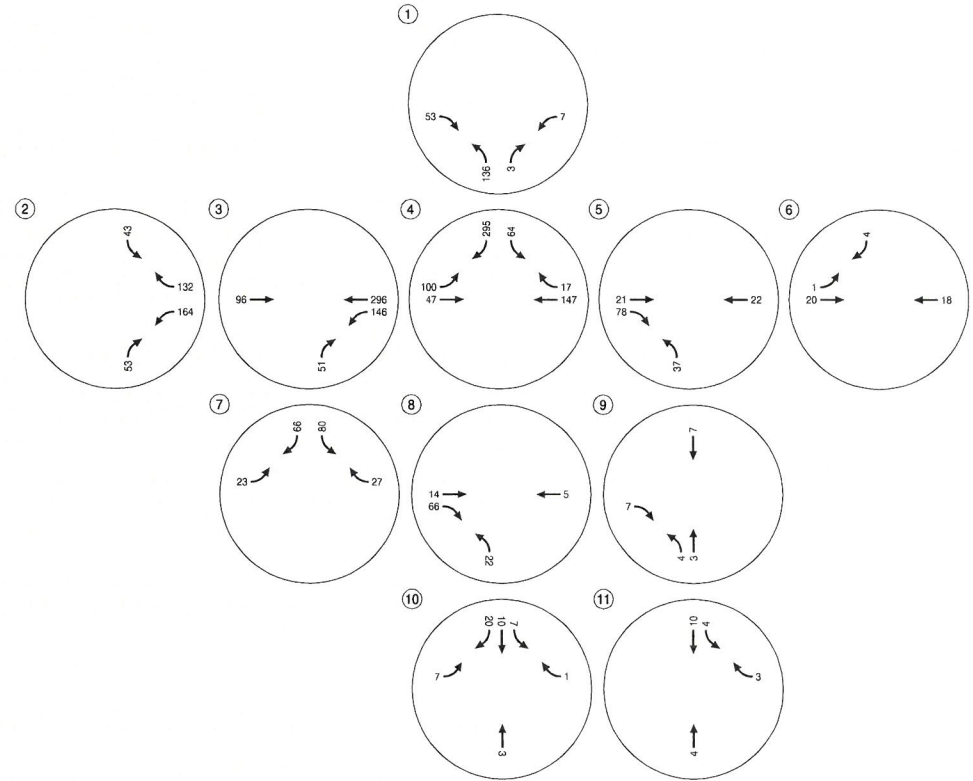
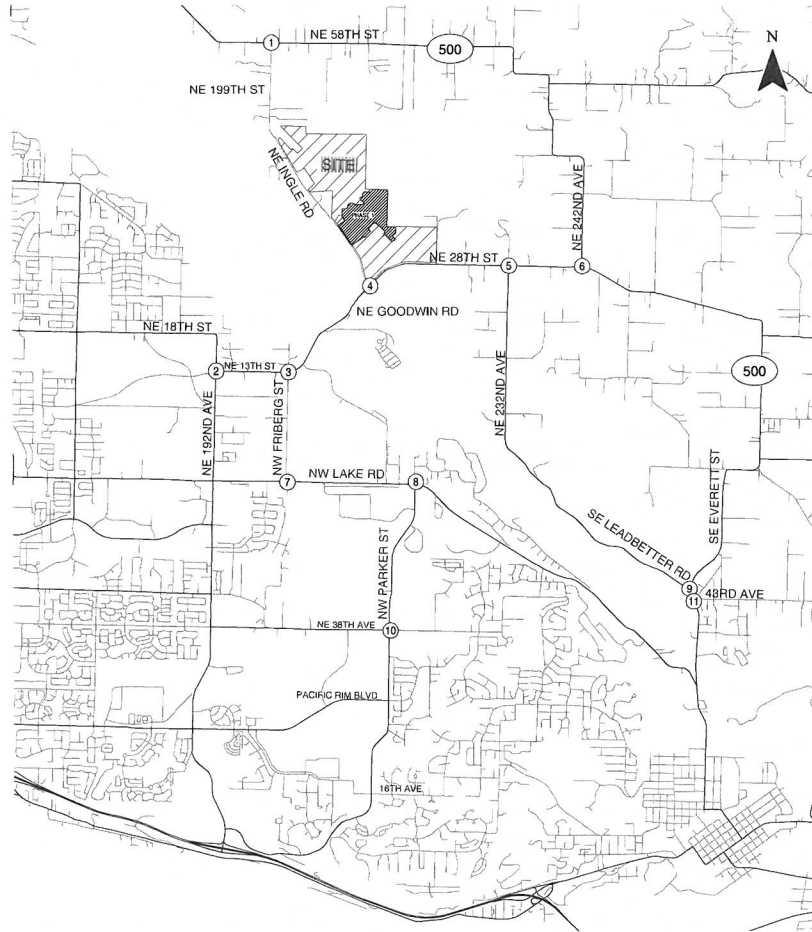
Estimated Trip Distribution Pattern
Camas, Washington

Figure
6

75% Build-Out

Green Mountain Master Plan

November 2014

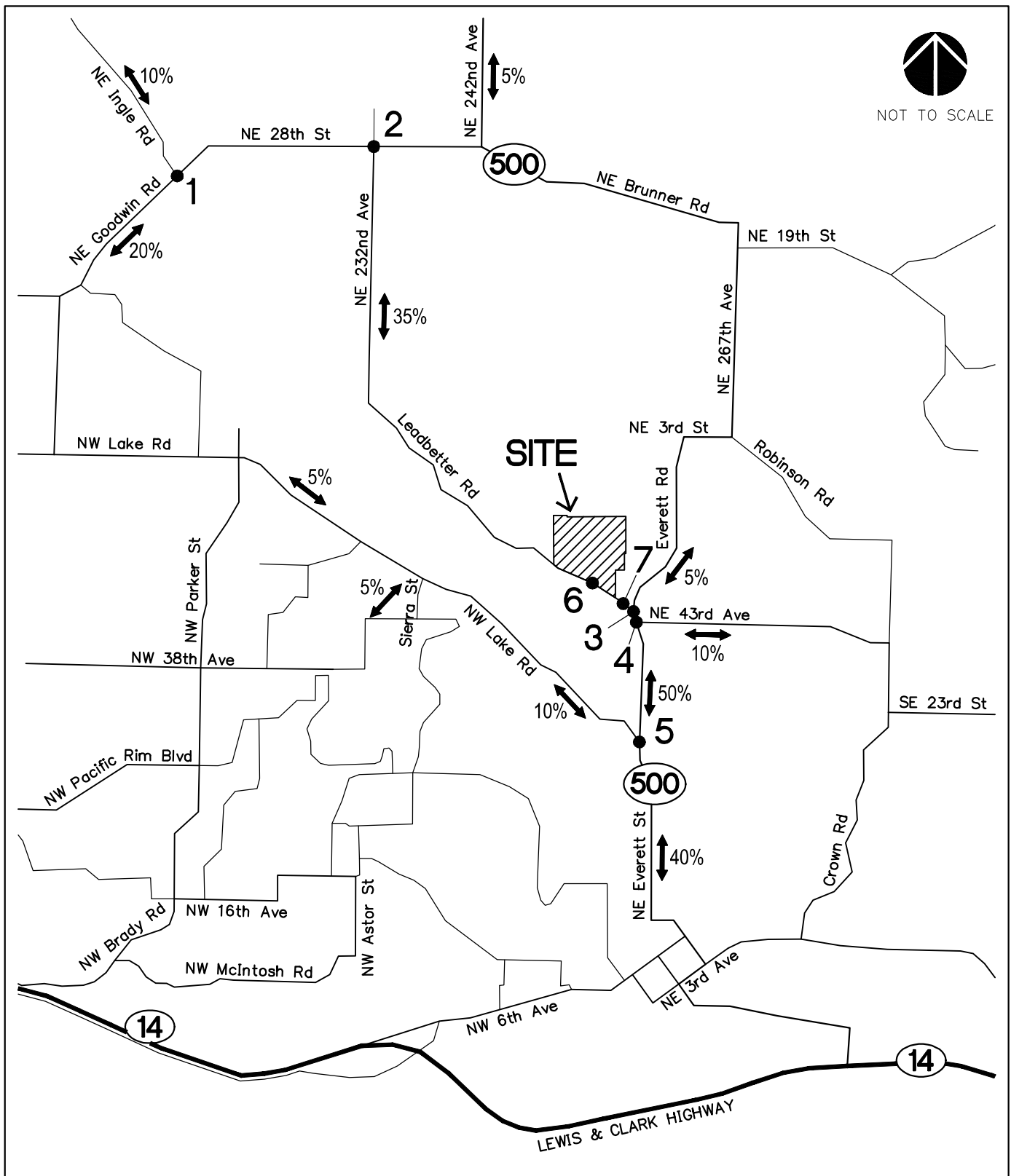


Total Estimated Trip Assignment - Full Build-Out
Weekday AM Peak Hour
Camas, Washington

Figure
9

[illegible]

Figure
10



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DATE: 9.16.2020

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CHECKED BY: BTA

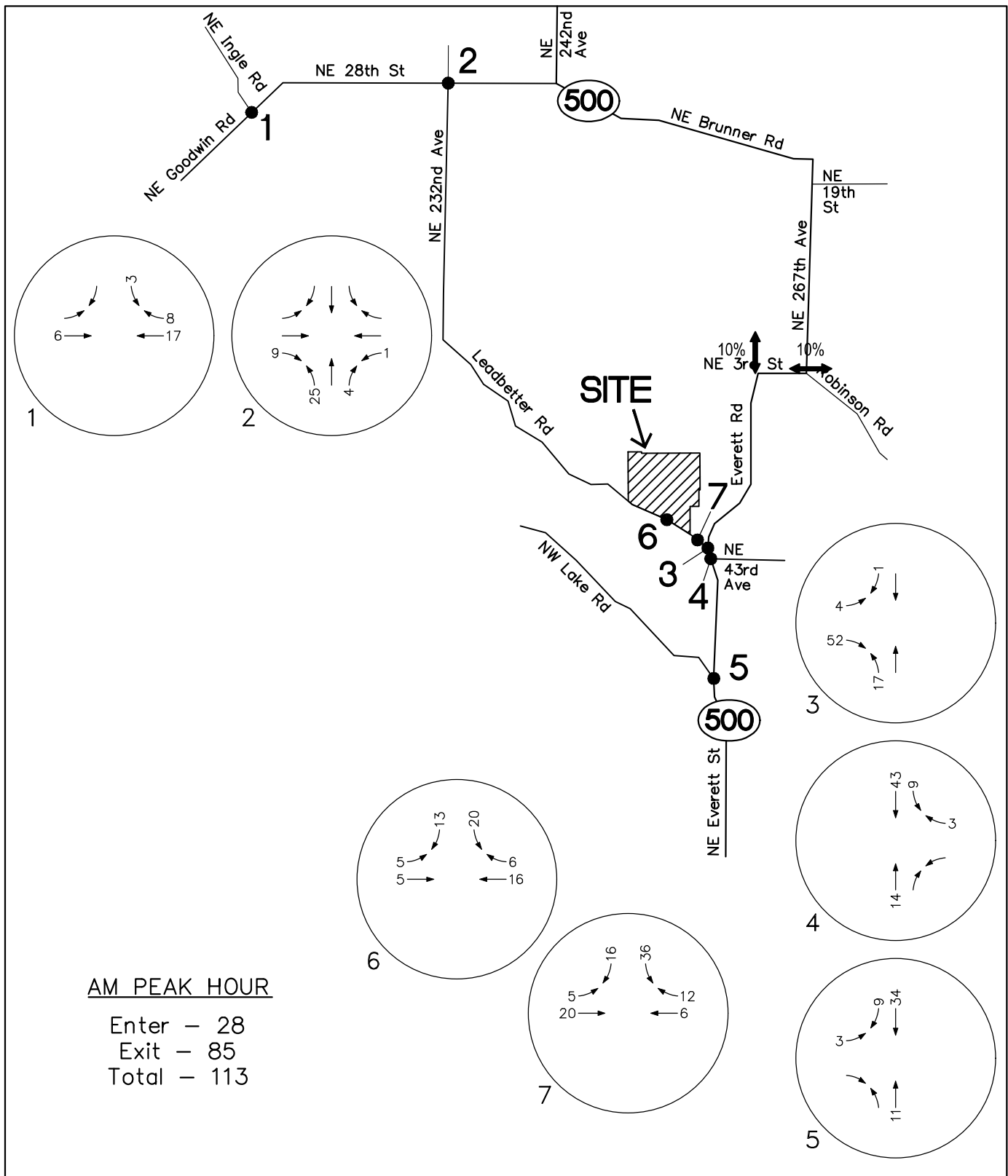
JOB NO:
220038900

TRIP DISTRIBUTION

CJ DENS EAST SUBDIVISION
CAMAS, WASHINGTON

FIGURE

1



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DATE: 9.16.2020

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JOB NO:
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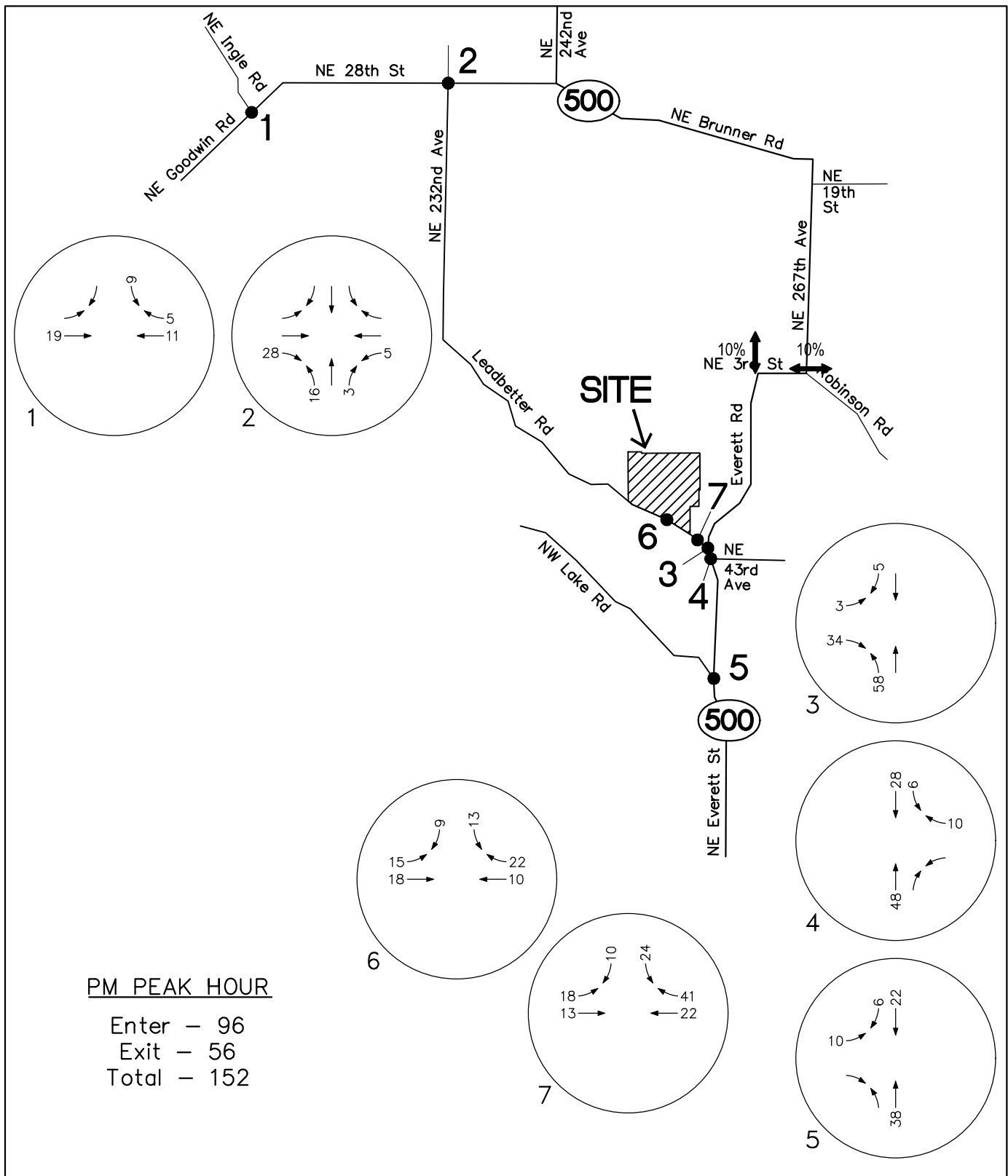
PROJECT TRIP ASSIGNMENT AM PEAK HOUR

CJ DENS EAST SUBDIVISION
CAMAS, WASHINGTON

FIGURE

2A

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JOB NO:
220038900

PROJECT TRIP ASSIGNMENT PM PEAK HOUR

CJ DENS EAST SUBDIVISION
CAMAS, WASHINGTON

FIGURE
2B

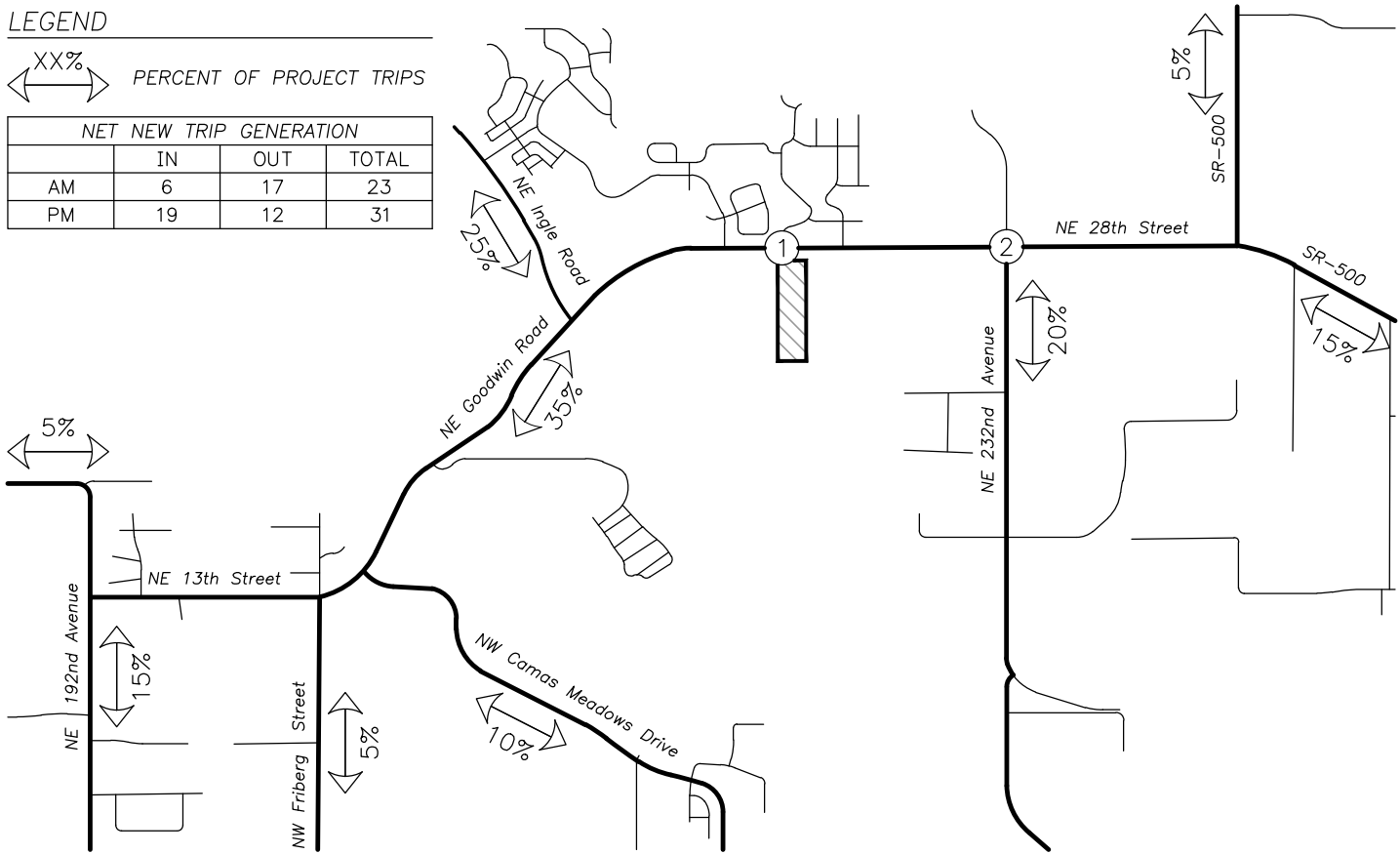
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0% Build-Out

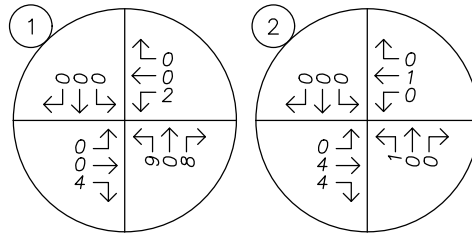
LEGEND

XX%
PERCENT OF PROJECT TRIPS

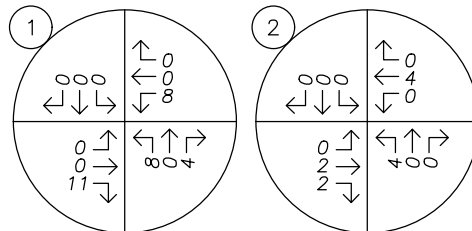
NET NEW TRIP GENERATION			
	IN	OUT	TOTAL
AM	6	17	23
PM	19	12	31



AM PEAK HOUR



PM PEAK HOUR



no scale

Appendix F: Year 2030 Background Traffic Conditions Analysis Worksheets

05/06/2025
1: NE 232nd Ave & NE 28th St

Background 2030 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	9.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	158	153	55	264	2	115	2	34	1	3	6
Future Vol, veh/h	2	158	153	55	264	2	115	2	34	1	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	6	12	10	7	0	6	0	21	0	0	20
Mvmt Flow	3	219	213	76	367	3	160	3	47	1	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	432	0	0	853	853	326	747	958	368
Stage 1	-	-	-	-	-	-	331	331	-	521	521	-
Stage 2	-	-	-	-	-	-	522	522	-	226	438	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.16	6.5	6.41	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.554	4	3.489	3.5	4	3.48
Pot Cap-1 Maneuver	1200	-	-	1086	-	-	275	298	674	331	259	639
Stage 1	-	-	-	-	-	-	674	649	-	542	535	-
Stage 2	-	-	-	-	-	-	531	534	-	781	582	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1200	-	-	1086	-	-	242	271	674	277	236	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	271	-	277	236	-
Stage 1	-	-	-	-	-	-	672	646	-	494	488	-
Stage 2	-	-	-	-	-	-	474	487	-	721	581	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			1.47			46.53			14.61		
HCM LOS							E			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	10	-	-	308	-	-	389
HCM Lane V/C Ratio	0.739	0.002	-	-	0.07	-	-	0.036
HCM Ctrl Dly (s/v)	46.5	8	0	-	8.6	0	-	14.6
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	5.4	0	-	-	0.2	-	-	0.1

05/06/2025
2: NE 242nd Ave (SR 500) & NE 28th St

Background 2030 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	165	0	0	234	111	0	0	0	103	0	87
Future Vol, veh/h	31	165	0	0	234	111	0	0	0	103	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	9	0	0	6	6	0	0	0	4	0	5
Mvmt Flow	36	194	0	0	275	131	0	0	0	121	0	102
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	406	0	0	194	0	0	542	673	194	608	608	341
Stage 1	-	-	-	-	-	-	267	267	-	341	341	-
Stage 2	-	-	-	-	-	-	275	406	-	267	267	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.345
Pot Cap-1 Maneuver	1096	-	-	1391	-	-	454	379	852	405	413	695
Stage 1	-	-	-	-	-	-	743	692	-	670	642	-
Stage 2	-	-	-	-	-	-	735	601	-	734	692	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1096	-	-	1391	-	-	373	365	852	390	398	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	365	-	390	398	-
Stage 1	-	-	-	-	-	-	715	666	-	670	642	-
Stage 2	-	-	-	-	-	-	627	601	-	707	666	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.33			0			0			18.46		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	285	-	-	1391	-	-	488				
HCM Lane V/C Ratio	-	0.033	-	-	-	-	-	0.458				
HCM Ctrl Dly (s/v)	0	8.4	0	-	0	-	-	18.5				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	2.4				

05/06/2025
3: NE 249th Ave & SR 500

Background 2030 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	253	26	2	294	32	0
Future Vol, veh/h	253	26	2	294	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	4	100	6	7	0
Mvmt Flow	278	29	2	323	35	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	307	0	620	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	-	-	5.1	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	3.1	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	856	-	444	752
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	856	-	442	752
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	717	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.06		13.84		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	442	-	-	12	-	
HCM Lane V/C Ratio	0.079	-	-	0.003	-	
HCM Ctrl Dly (s/v)	13.8	-	-	9.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

05/06/2025
4: NE 14th St & NE 249th Ave

Background 2030 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	1	12	26	3
Future Vol, veh/h	12	6	1	12	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	9	0	0	0	8	33
Mvmt Flow	17	9	1	17	38	4

Major/Minor	Minor2	Major2		
Conflicting Flow All	10	10	-	0
Stage 1	10	10	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.49	6.5	-	-
Critical Hdwy Stg 1	5.49	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.581	4	-	-
Pot Cap-1 Maneuver	992	889	-	-
Stage 1	995	891	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	992	0	-	-
Mov Cap-2 Maneuver	992	0	-	-
Stage 1	995	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.73	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	992	-	-
HCM Lane V/C Ratio	0.026	-	-
HCM Ctrl Dly (s/v)	8.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

05/06/2025
5: NE 3rd St & NE 257th Ave

Background 2030 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	6	9	36	1
Future Vol, veh/h	0	3	6	9	36	1
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	100	40	0	9	0
Mvmt Flow	0	4	8	12	49	1

Major/Minor	Minor2	Major2		
Conflicting Flow All	14	14	-	0
Stage 1	14	14	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	8.1	-	-
Critical Hdwy Stg 1	6	7.1	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4.9	-	-
Pot Cap-1 Maneuver	1007	719	-	-
Stage 1	1011	721	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1007	0	-	-
Mov Cap-2 Maneuver	1007	0	-	-
Stage 1	1011	0	-	-
Stage 2	-	0	-	-

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

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

MOVEMENT SUMMARY

 **Site: 6 [NE Everett St & NE 3rd St_BackgroundAM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE 3rd St
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
3	L2	All MCs	11	0.0	11	0.0	0.178	9.6	LOS A	0.9	24.3	0.08	0.47	0.08	35.5
18	R2	All MCs	213	4.0	213	4.0	0.178	4.0	LOS A	0.9	24.3	0.08	0.47	0.08	35.8
Approach			224	3.8	224	3.8	0.178	4.3	LOS A	0.9	24.3	0.08	0.47	0.08	35.8
East: SR 500															
1	L2	All MCs	385	3.0	385	3.0	0.305	9.7	LOS A	1.6	42.1	0.08	0.63	0.08	32.8
6	T1	All MCs	3	67.0	3	67.0	0.305	4.4	LOS A	1.6	42.1	0.08	0.63	0.08	32.6
Approach			388	3.5	388	3.5	0.305	9.6	LOS A	1.6	42.1	0.08	0.63	0.08	32.8
West: NE 3rd St															
2	T1	All MCs	7	60.0	7	60.0	0.054	8.5	LOS A	0.2	6.3	0.46	0.58	0.46	34.0
12	R2	All MCs	40	6.0	40	6.0	0.054	6.0	LOS A	0.2	6.3	0.46	0.58	0.46	34.8
Approach			46	13.7	46	13.7	0.054	6.3	LOS A	0.2	6.3	0.46	0.58	0.46	34.7
All Vehicles			658	4.3	658	4.3	0.305	7.6	LOS A	1.6	42.1	0.10	0.57	0.10	33.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

MOVEMENT SUMMARY

 **Site: 7 [NE Everett St & NE Everett Dr_BackgroundAM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
8	T1	All MCs	264	3.0	264	3.0	0.493	5.7	LOS A	3.6	93.0	0.51	0.52	0.51	34.8
18	R2	All MCs	256	3.0	256	3.0	0.493	5.6	LOS A	3.6	93.0	0.51	0.52	0.51	34.5
Approach			520	3.0	520	3.0	0.493	5.6	LOS A	3.6	93.0	0.51	0.52	0.51	34.6
East: NE Everett Drive															
1	L2	All MCs	226	10.0	226	10.0	0.330	11.3	LOS B	1.9	50.9	0.52	0.65	0.52	32.4
16	R2	All MCs	77	3.0	77	3.0	0.330	6.0	LOS A	1.9	50.9	0.52	0.65	0.52	32.9
Approach			302	8.2	302	8.2	0.330	9.9	LOS A	1.9	50.9	0.52	0.65	0.52	32.5
North: SR500															
7	L2	All MCs	164	1.0	164	1.0	0.589	11.6	LOS B	4.8	121.2	0.64	0.62	0.66	33.1
4	T1	All MCs	421	3.0	421	3.0	0.589	6.8	LOS A	4.8	121.2	0.64	0.62	0.66	33.7
Approach			585	2.4	585	2.4	0.589	8.1	LOS A	4.8	121.2	0.64	0.62	0.66	33.5
All Vehicles			1407	3.9	1407	3.9	0.589	7.6	LOS A	4.8	121.2	0.56	0.59	0.57	33.7

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025
8: NE Everett St (SR 500) & SE Leadbetter Rd

Background 2030 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	155	97	345	471	23
Future Vol, veh/h	31	155	97	345	471	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	10	3	5	6
Mvmt Flow	38	191	120	426	581	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1261	596	610	0	-	0
Stage 1	596	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	6.8	6.47	4.2	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.29	-	-	-
Pot Cap-1 Maneuver	165	478	931	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	478	931	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	34.01	2.07		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	931	-	345	-	-	
HCM Lane V/C Ratio	0.129	-	0.666	-	-	
HCM Ctrl Dly (s/v)	9.4	-	34	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.4	-	4.6	-	-	

05/06/2025
9: NE Everett St (SR 500) & NE 43rd Ave

Background 2030 AM
Weekday AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	333	71	375	485	93	537
Future Volume (vph)	333	71	375	485	93	537
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effct Green (s)	23.3	23.3	26.3	70.0	36.4	36.4
Actuated g/C Ratio	0.33	0.33	0.38	1.00	0.52	0.52
v/c Ratio	0.73	0.15	0.66	0.39	0.29	0.66
Control Delay (s/veh)	31.8	5.7	27.0	0.8	11.6	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	5.7	27.0	0.8	11.6	16.8
LOS	C	A	C	A	B	B
Approach Delay (s/veh)	27.2		12.2			16.0
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 70

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 16.7

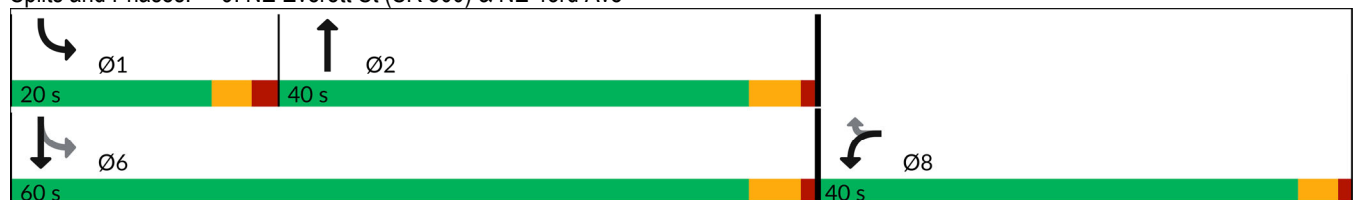
Intersection LOS: B

Intersection Capacity Utilization 55.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



05/06/2025
9: NE Everett St (SR 500) & NE 43rd Ave

Background 2030 AM
Weekday AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	333	71	375	485	93	537
Future Volume (veh/h)	333	71	375	485	93	537
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1799	1814	1746	1732	1802	1997
Adj Flow Rate, veh/h	383	59	431	0	107	617
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	12	11	4	5	17	4
Cap, veh/h	479	430	632		402	1060
Arrive On Green	0.28	0.28	0.36	0.00	0.06	0.53
Sat Flow, veh/h	1713	1537	1746	1468	1716	1997
Grp Volume(v), veh/h	383	59	431	0	107	617
Grp Sat Flow(s),veh/h/ln	1713	1537	1746	1468	1716	1997
Q Serve(g_s), s	9.8	1.4	9.9	0.0	1.7	10.0
Cycle Q Clear(g_c), s	9.8	1.4	9.9	0.0	1.7	10.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	479	430	632		402	1060
V/C Ratio(X)	0.80	0.14	0.68		0.27	0.58
Avail Cap(c_a), veh/h	1299	1166	1288		835	2315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	12.8	12.8	0.0	8.9	7.6
Incr Delay (d2), s/veh	3.1	0.1	2.8	0.0	0.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.4	3.6	0.0	0.5	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.0	13.0	15.6	0.0	9.2	8.2
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	442		431			724
Approach Delay, s/veh	18.2		15.6			8.3
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.0	22.2			30.2	17.3
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	3.7	11.9			12.0	11.8
Green Ext Time (p_c), s	0.2	5.1			6.1	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			13.0			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

 **Site: 10 [NE Everett St & NW Lake Rd_BackgroundAM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: NE Everett Street															
3	L2	All MCs	238	7.0	238	7.0	0.367	14.2	LOS B	2.4	64.0	0.80	0.76	0.80	31.0
8	T1	All MCs	417	7.0	417	7.0	0.504	7.9	LOS A	4.3	113.6	0.87	0.73	0.94	34.1
Approach			655	7.0	655	7.0	0.504	10.2	LOS B	4.3	113.6	0.84	0.74	0.89	32.9
North: NE Everett Street															
4	T1	All MCs	585	10.0	585	10.0	0.525	5.5	LOS A	4.2	114.5	0.64	0.53	0.64	34.6
14	R2	All MCs	390	2.0	390	2.0	0.316	5.0	LOS A	2.2	54.9	0.51	0.53	0.51	35.1
Approach			975	6.8	975	6.8	0.525	5.3	LOS A	4.2	114.5	0.59	0.53	0.59	34.8
West: NW Lake Road															
5	L2	All MCs	574	3.0	574	3.0	0.642	16.7	LOS B	7.0	179.3	0.93	0.87	1.16	30.1
12	R2	All MCs	250	6.0	250	6.0	0.293	7.3	LOS A	2.0	52.2	0.76	0.67	0.76	34.4
Approach			824	3.9	824	3.9	0.642	13.9	LOS B	7.0	179.3	0.88	0.81	1.04	31.2
All Vehicles			2454	5.9	2454	5.9	0.642	9.5	LOS A	7.0	179.3	0.75	0.68	0.82	33.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025
11: NE Everett St (SR 500) & NE 17th Ave

Background 2030 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	14	24	328	495	78
Future Vol, veh/h	75	14	24	328	495	78
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	7	0	6	2	0
Mvmt Flow	82	15	26	360	544	86
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1003	590	633	0	-	0
Stage 1	590	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	263	498	960	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	254	497	957	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	17.08		0.6		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	957		-	395	-	-
HCM Lane V/C Ratio	0.028		-	0.248	-	-
HCM Ctrl Dly (s/v)	8.9		-	17.1	-	-
HCM Lane LOS	A		-	C	-	-
HCM 95th %tile Q(veh)	0.1		-	1	-	-

05/07/2025
12: NE Everett St (SR 500) & NE 15th Ave

Background 2030 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	25	19	4	25	78	8	243	6	81	300	127
Future Vol, veh/h	45	25	19	4	25	78	8	243	6	81	300	127
Conflicting Peds, #/hr	13	0	3	3	0	13	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	0	5	0	0	0	25	6	17	1	4	0
Mvmt Flow	52	29	22	5	29	90	9	279	7	93	345	146
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	929	915	421	856	984	302	491	0	0	292	0	0
Stage 1	604	604	-	307	307	-	-	-	-	-	-	-
Stage 2	325	311	-	548	677	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.25	7.1	6.5	6.2	4.35	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.345	3.5	4	3.3	2.425	-	-	2.209	-	-
Pot Cap-1 Maneuver	239	275	626	280	250	743	963	-	-	1275	-	-
Stage 1	470	491	-	707	664	-	-	-	-	-	-	-
Stage 2	669	662	-	524	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	251	625	220	229	730	963	-	-	1269	-	-
Mov Cap-2 Maneuver	168	251	-	220	229	-	-	-	-	-	-	-
Stage 1	436	455	-	697	655	-	-	-	-	-	-	-
Stage 2	549	652	-	438	422	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	33.98		15.77			0.27			1.29			
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	963	-	-	224	457	1269	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.457	0.269	0.073	-	-				
HCM Ctrl Dly (s/v)	8.8	-	-	34	15.8	8.1	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	2.2	1.1	0.2	-	-				

05/06/2025
13: NE Everett St (SR 500) & NE 14th Ave

Background 2030 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	23	1	0	18	202	1	0	0	258	0	63
Future Vol, veh/h	54	23	1	0	18	202	1	0	0	258	0	63
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	8	4	0	0	0	7	0	0	0	4	0	3
Mvmt Flow	64	27	1	0	21	238	1	0	0	304	0	74

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	658	647	37	-	685	2	74	0	0	1	0	0
Stage 1	644	644	-	-	3	-	-	-	-	-	-	-
Stage 2	14	3	-	-	681	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.54	6.2	-	6.5	6.27	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.036	3.3	-	4	3.363	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	369	387	1041	0	373	1068	1538	-	-	1609	-	-
Stage 1	451	465	-	0	897	-	-	-	-	-	-	-
Stage 2	991	889	-	0	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	216	310	1041	-	299	1066	1538	-	-	1607	-	-
Mov Cap-2 Maneuver	216	310	-	-	299	-	-	-	-	-	-	-
Stage 1	362	372	-	-	896	-	-	-	-	-	-	-
Stage 2	750	888	-	-	363	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	28.97		10.78		7.34		6.24	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	240	881	1206	-
HCM Lane V/C Ratio	0.001	-	-	0.382	0.294	0.189	-
HCM Ctrl Dly (s/v)	7.3	0	-	29	10.8	7.8	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.7	1.2	0.7	-

05/06/2025
14: NE 6th Ave & Division St

Background 2030 AM
Weekday AM Peak Hour

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	↔
Traffic Vol, veh/h	156	412	606	20	11	255
Future Vol, veh/h	156	412	606	20	11	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	7	5	10	0	1
Mvmt Flow	170	448	659	22	12	277

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	680	0	0 1233 340
Stage 1	-	-	- - 670 -
Stage 2	-	-	- - 563 -
Critical Hdwy	4.2	-	- - 5.2 6.12
Critical Hdwy Stg 1	-	-	- - 4.2 -
Critical Hdwy Stg 2	-	-	- - 4.2 -
Follow-up Hdwy	2.25	-	- - 3.5 3.31
Pot Cap-1 Maneuver	888	-	- - 298 710
Stage 1	-	-	- - 641 -
Stage 2	-	-	- - 692 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	888	-	- - 233 710
Mov Cap-2 Maneuver	-	-	- - 233 -
Stage 1	-	-	- - 501 -
Stage 2	-	-	- - 692 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.65	0	13.61
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	778	-	-	-	233	710
HCM Lane V/C Ratio	0.191	-	-	-	0.051	0.39
HCM Ctrl Dly (s/v)	10	1.2	-	-	21.3	13.3
HCM Lane LOS	B	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2	1.9

05/06/2025
15: NW Lacamas Ln & NW Lake Rd

Background 2030 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	581	3	65	501	4	173
Future Vol, veh/h	581	3	65	501	4	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	3	3	0	0
Mvmt Flow	668	3	75	576	5	199

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	671
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	915
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	915
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.07	16.42
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	515	-	-	915	-
HCM Lane V/C Ratio	0.02	0.386	-	-	0.082	-
HCM Ctrl Dly (s/v)	21	16.3	-	-	9.3	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	1.8	-	-	0.3	-

05/06/2025
16: NW Sierra St & NW Lake Rd

Background 2030 AM
Weekday AM Peak Hour

Intersection

Int Delay, s/veh 5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	405	88	73	412	93	165
Future Vol, veh/h	405	88	73	412	93	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	11	2	3	7
Mvmt Flow	450	98	81	458	103	183

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	548
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	978
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	978
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.36	22.97
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	209	562	-	-	978	-
HCM Lane V/C Ratio	0.495	0.326	-	-	0.083	-
HCM Ctrl Dly (s/v)	38	14.5	-	-	9	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.5	1.4	-	-	0.3	-

05/06/2025
17: NW Leadbetter Dr & NW Lake Rd

Background 2030 AM
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	311	12	117	394	6	3	9	175	8	9	8
Future Vol, veh/h	7	311	12	117	394	6	3	9	175	8	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	18	2	2	33	0	22	8	0	0	12
Mvmt Flow	8	338	13	127	428	7	3	10	190	9	10	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	435	0	0	351	0	0	1047	1049	345	1044	1052	432
Stage 1	-	-	-	-	-	-	360	360	-	686	686	-
Stage 2	-	-	-	-	-	-	688	689	-	358	366	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.72	6.28	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.198	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1136	-	-	1208	-	-	208	210	685	209	228	603
Stage 1	-	-	-	-	-	-	663	593	-	441	451	-
Stage 2	-	-	-	-	-	-	440	417	-	664	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1136	-	-	1208	-	-	174	186	685	128	203	603
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	186	-	128	203	-
Stage 1	-	-	-	-	-	-	658	589	-	394	404	-
Stage 2	-	-	-	-	-	-	379	373	-	468	622	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	1136	-	-	1208	-	-	208
HCM Lane V/C Ratio	0.349	0.007	-	-	0.105	-	-	0.131
HCM Ctrl Dly (s/v)	14.5	8.2	-	-	8.3	-	-	24.9
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.6	0	-	-	0.4	-	-	0.4

05/06/2025
18: NW Parker St & NW Lake Rd

Background 2030 AM
Weekday AM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	186	171	102	274	143	59	44	116
Future Volume (vph)	9	186	171	102	274	143	59	44	116
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	18.5	12.5	12.5	20.8	18.7	21.8	16.9	16.7	9.8
Actuated g/C Ratio	0.33	0.22	0.22	0.37	0.33	0.39	0.30	0.30	0.17
v/c Ratio	0.03	0.55	0.41	0.26	0.32	0.31	0.36	0.13	0.49
Control Delay (s/veh)	13.7	27.0	6.5	15.1	16.3	14.5	15.8	13.3	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	27.0	6.5	15.1	16.3	14.5	15.8	13.3	28.4
LOS	B	C	A	B	B	B	B	B	C
Approach Delay (s/veh)		17.1			16.0		15.2		24.6
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 56.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 17.3

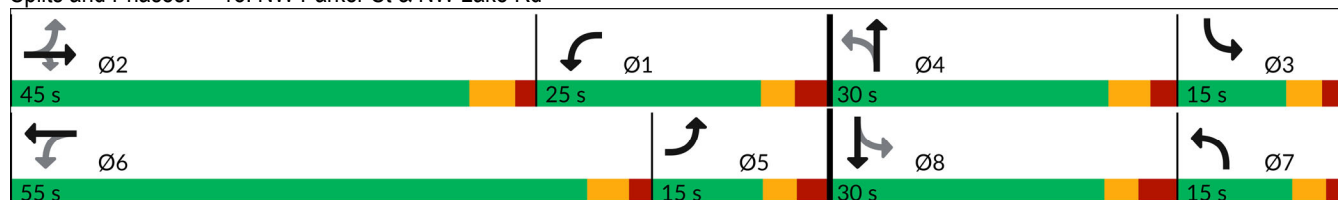
Intersection LOS: B

Intersection Capacity Utilization 49.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



05/06/2025

18: NW Parker St & NW Lake Rd

Background 2030 AM

Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	186	171	102	274	36	143	59	101	44	116	15
Future Volume (veh/h)	9	186	171	102	274	36	143	59	101	44	116	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1574	1841	1856	1900	1870	1826	1885	1856	1841	1796	1856	1900
Adj Flow Rate, veh/h	11	224	129	123	330	24	172	71	87	53	140	16
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	22	4	3	0	2	5	1	3	4	7	3	0
Cap, veh/h	387	323	276	384	550	40	404	121	148	384	250	29
Arrive On Green	0.12	0.18	0.18	0.10	0.16	0.16	0.09	0.16	0.16	0.09	0.15	0.15
Sat Flow, veh/h	1499	1841	1572	1810	3360	243	1795	754	924	1711	1632	186
Grp Volume(v), veh/h	11	224	129	123	174	180	172	0	158	53	0	156
Grp Sat Flow(s),veh/h/ln	1499	1841	1572	1810	1777	1827	1795	0	1679	1711	0	1818
Q Serve(g_s), s	0.0	5.6	3.6	0.0	4.4	4.5	0.0	0.0	4.3	0.0	0.0	3.9
Cycle Q Clear(g_c), s	0.0	5.6	3.6	0.0	4.4	4.5	0.0	0.0	4.3	0.0	0.0	3.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.55	1.00		0.10
Lane Grp Cap(c), veh/h	387	323	276	384	291	299	404	0	269	384	0	278
V/C Ratio(X)	0.03	0.69	0.47	0.32	0.60	0.60	0.43	0.00	0.59	0.14	0.00	0.56
Avail Cap(c_a), veh/h	501	1480	1265	914	1800	1850	598	0	828	554	0	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	18.9	18.1	19.2	18.9	19.0	19.2	0.0	19.0	18.1	0.0	19.2
Incr Delay (d2), s/veh	0.0	1.0	0.5	0.2	0.7	0.7	0.7	0.0	0.8	0.2	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.1	1.2	1.1	1.6	1.7	1.7	0.0	1.5	0.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	19.9	18.5	19.4	19.7	19.7	19.9	0.0	19.8	18.3	0.0	19.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h	364			477			330			209		
Approach Delay, s/veh	19.3			19.6			19.8			19.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	14.3	10.2	13.7	11.5	13.5	10.1	13.8				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+I1), s	2.0	7.6	2.0	6.3	2.0	6.5	2.0	5.9				
Green Ext Time (p_c), s	0.1	1.0	0.0	0.5	0.0	1.3	0.3	0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 19.6

HCM 7th LOS B

Notes

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

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

05/06/2025
19: SE 283rd Ave & SE 23rd St

Background 2030 AM
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	106	216	43	54	137
Future Vol, veh/h	48	106	216	43	54	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	13	6	3	18	8	9
Mvmt Flow	54	119	243	48	61	154
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	542	267	0	0	291	0
Stage 1	267	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.53	6.26	-	-	4.18	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	483	762	-	-	1237	-
Stage 1	753	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	457	762	-	-	1237	-
Mov Cap-2 Maneuver	457	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	12.85	0		2.28		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	631	509	-	
HCM Lane V/C Ratio	-	-	0.274	0.049	-	
HCM Ctrl Dly (s/v)	-	-	12.8	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-	

05/06/2025
1: NE 232nd Ave & NE 28th St

Background 2030 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	373	132	10	222	0	124	0	9	1	1	3
Future Vol, veh/h	6	373	132	10	222	0	124	0	9	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	3	0	0	100	0	0
Mvmt Flow	6	397	140	11	236	0	132	0	10	1	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	537	0	0	738	737	467	667	807	236
Stage 1	-	-	-	-	-	-	480	480	-	257	257	-
Stage 2	-	-	-	-	-	-	258	257	-	410	550	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1343	-	-	1041	-	-	333	348	600	267	317	808
Stage 1	-	-	-	-	-	-	565	558	-	574	698	-
Stage 2	-	-	-	-	-	-	744	698	-	464	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1343	-	-	1041	-	-	324	342	600	258	311	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	342	-	258	311	-
Stage 1	-	-	-	-	-	-	561	554	-	567	690	-
Stage 2	-	-	-	-	-	-	732	690	-	453	516	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.37	23.44	12.87
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	20	-	-	78	-	-	463
HCM Lane V/C Ratio	0.423	0.005	-	-	0.01	-	-	0.011
HCM Ctrl Dly (s/v)	23.4	7.7	0	-	8.5	0	-	12.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	0

05/06/2025
2: NE 242nd Ave (SR 500) & NE 28th St

Background 2030 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	285	0	0	172	121	0	0	0	157	0	62
Future Vol, veh/h	93	285	0	0	172	121	0	0	0	157	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	103	317	0	0	191	134	0	0	0	174	0	69
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	317	0	0	714	849	317	782	782	258
Stage 1	-	-	-	-	-	-	523	523	-	258	258	-
Stage 2	-	-	-	-	-	-	191	326	-	523	523	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1229	-	-	1255	-	-	349	300	729	311	328	785
Stage 1	-	-	-	-	-	-	541	534	-	744	698	-
Stage 2	-	-	-	-	-	-	815	652	-	535	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1229	-	-	1255	-	-	286	270	729	279	295	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	270	-	279	295	-
Stage 1	-	-	-	-	-	-	485	479	-	744	698	-
Stage 2	-	-	-	-	-	-	744	652	-	481	479	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.02			0			0			37.9		
HCM LOS							A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	443	-	-	1255	-	-	341				
HCM Lane V/C Ratio	-	0.084	-	-	-	-	-	0.713				
HCM Ctrl Dly (s/v)	0	8.2	0	-	0	-	-	37.9				
HCM Lane LOS	A	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	5.2				

05/06/2025
3: NE 249th Ave & NE 25th St (SR 500)

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	422	32	2	276	17	4
Future Vol, veh/h	422	32	2	276	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	3	50	4	7	0
Mvmt Flow	480	36	2	314	19	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	516	0	816	498
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.6	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.65	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	845	-	340	577
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	845	-	339	577
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	724	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.07		15.47		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	368	-	-	13	-	
HCM Lane V/C Ratio	0.065	-	-	0.003	-	
HCM Ctrl Dly (s/v)	15.5	-	-	9.3	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

05/06/2025
4: NE 14th St & NE 249th Ave

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	8	15	19	13
Future Vol, veh/h	6	6	8	15	19	13
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	20	0	0	0	0	8
Mvmt Flow	9	9	12	22	28	19

Major/Minor	Minor2	Major2		
Conflicting Flow All	23	23	-	0
Stage 1	23	23	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.6	6.5	-	-
Critical Hdwy Stg 1	5.6	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.68	4	-	-
Pot Cap-1 Maneuver	949	875	-	-
Stage 1	955	880	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	949	0	-	-
Mov Cap-2 Maneuver	949	0	-	-
Stage 1	955	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.86	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	949	-	-
HCM Lane V/C Ratio	0.019	-	-
HCM Ctrl Dly (s/v)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

05/06/2025
5: NE 3rd St & NE 257th Ave

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	23	19	0
Future Vol, veh/h	1	0	0	23	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	0	0	35	29	0

Major/Minor	Minor2	Major2		
Conflicting Flow All	18	18	-	0
Stage 1	18	18	-	-
Stage 2	0	0	-	-
Critical Hdwy	7	7.1	-	-
Critical Hdwy Stg 1	6	6.1	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.5	4	-	-
Pot Cap-1 Maneuver	1002	878	-	-
Stage 1	1007	882	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1002	0	-	-
Mov Cap-2 Maneuver	1002	0	-	-
Stage 1	1007	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	1002	-	-
HCM Lane V/C Ratio	0.002	-	-
HCM Ctrl Dly (s/v)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

MOVEMENT SUMMARY

 **Site: 6 [NE Everett St & NE 3rd St_BackgroundPM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
3	L2	All MCs	20	6.0	20	6.0	0.227	9.7	LOS A	1.2	30.5	0.06	0.48	0.06	35.2
18	R2	All MCs	272	1.0	272	1.0	0.227	4.0	LOS A	1.2	30.5	0.06	0.48	0.06	35.9
Approach			292	1.4	292	1.4	0.227	4.4	LOS A	1.2	30.5	0.06	0.48	0.06	35.8
East: SR 500															
1	L2	All MCs	208	2.0	208	2.0	0.168	9.7	LOS A	0.8	19.4	0.10	0.63	0.10	32.9
6	T1	All MCs	7	0.0	7	0.0	0.168	3.9	LOS A	0.8	19.4	0.10	0.63	0.10	33.7
Approach			215	1.9	215	1.9	0.168	9.5	LOS A	0.8	19.4	0.10	0.63	0.10	32.9
West: NE 3rd St															
2	T1	All MCs	7	0.0	7	0.0	0.022	4.9	LOS A	0.1	2.3	0.31	0.48	0.31	35.6
12	R2	All MCs	19	0.0	19	0.0	0.022	4.8	LOS A	0.1	2.3	0.31	0.48	0.31	35.3
Approach			26	0.0	26	0.0	0.022	4.8	LOS A	0.1	2.3	0.31	0.48	0.31	35.4
All Vehicles			533	1.5	533	1.5	0.227	6.5	LOS A	1.2	30.5	0.09	0.54	0.09	34.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 **Site: 7 [NE Everett St & NE Everett Dr_BackgroundPM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
8	T1	All MCs	279	1.0	279	1.0	0.395	4.8	LOS A	2.6	64.1	0.25	0.45	0.25	35.5
18	R2	All MCs	194	0.0	194	0.0	0.395	4.6	LOS A	2.6	64.1	0.25	0.45	0.25	35.2
Approach			473	0.6	473	0.6	0.395	4.7	LOS A	2.6	64.1	0.25	0.45	0.25	35.4
East: NE Everett Drive															
1	L2	All MCs	174	0.0	174	0.0	0.217	10.7	LOS B	1.1	27.4	0.44	0.65	0.44	32.7
16	R2	All MCs	46	0.0	46	0.0	0.217	5.7	LOS A	1.1	27.4	0.44	0.65	0.44	33.0
Approach			220	0.0	220	0.0	0.217	9.7	LOS A	1.1	27.4	0.44	0.65	0.44	32.8
North: SR500															
7	L2	All MCs	57	0.0	57	0.0	0.231	10.2	LOS B	1.2	31.1	0.37	0.53	0.37	33.9
4	T1	All MCs	191	2.0	191	2.0	0.231	5.3	LOS A	1.2	31.1	0.37	0.53	0.37	34.5
Approach			248	1.5	248	1.5	0.231	6.4	LOS A	1.2	31.1	0.37	0.53	0.37	34.4
All Vehicles			942	0.7	942	0.7	0.395	6.3	LOS A	2.6	64.1	0.33	0.51	0.33	34.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025
8: NE Everett St (SR 500) & SE Leadbetter Rd

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	131	125	363	283	18
Future Vol, veh/h	28	131	125	363	283	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	2	0	1	0
Mvmt Flow	30	142	136	395	308	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	984	317	327	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	6.8	6.44	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	249	706	1232	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	706	1232	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.64	2.12		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1232	-	510	-	-	
HCM Lane V/C Ratio	0.11	-	0.339	-	-	
HCM Ctrl Dly (s/v)	8.3	-	15.6	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	1.5	-	-	

05/06/2025
9: NE Everett St (SR 500) & NE 43rd Ave

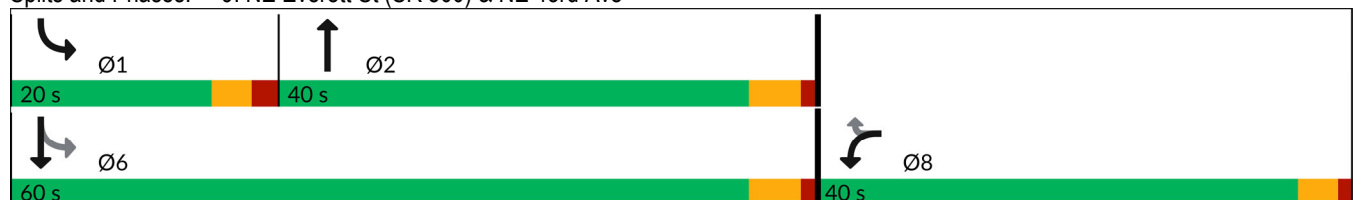
Background 2030 PM
Weekday PM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	224	57	428	298	51	367
Future Volume (vph)	224	57	428	298	51	367
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	14.3	14.3	25.9	55.8	31.9	31.9
Actuated g/C Ratio	0.26	0.26	0.46	1.00	0.57	0.57
v/c Ratio	0.53	0.13	0.55	0.21	0.11	0.38
Control Delay (s/veh)	24.9	7.2	16.1	0.3	6.1	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	7.2	16.1	0.3	6.1	7.9
LOS	C	A	B	A	A	A
Approach Delay (s/veh)	21.3		9.6			7.6
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 55.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay (s/veh): 11.3
 Intersection LOS: B
 Intersection Capacity Utilization 49.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



05/06/2025
9: NE Everett St (SR 500) & NE 43rd Ave

Background 2030 PM
Weekday PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	57	428	298	51	367
Future Volume (veh/h)	224	57	428	298	51	367
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1979	1979	1791	1806	2057	2012
Adj Flow Rate, veh/h	238	51	455	0	54	390
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	348	309	723		484	1168
Arrive On Green	0.18	0.18	0.40	0.00	0.05	0.58
Sat Flow, veh/h	1884	1677	1791	1530	1959	2012
Grp Volume(v), veh/h	238	51	455	0	54	390
Grp Sat Flow(s),veh/h/ln	1884	1677	1791	1530	1959	2012
Q Serve(g_s), s	4.5	1.0	7.8	0.0	0.5	3.9
Cycle Q Clear(g_c), s	4.5	1.0	7.8	0.0	0.5	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	348	309	723		484	1168
V/C Ratio(X)	0.68	0.16	0.63		0.11	0.33
Avail Cap(c_a), veh/h	1773	1578	1639		1163	2893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	13.1	9.1	0.0	6.2	4.2
Incr Delay (d2), s/veh	2.4	0.2	1.9	0.0	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.3	2.5	0.0	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.9	13.4	11.0	0.0	6.3	4.4
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	289		455			444
Approach Delay, s/veh	16.3		11.0			4.6
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.7	20.4			27.2	11.1
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+l1), s	2.5	9.8			5.9	6.5
Green Ext Time (p_c), s	0.1	5.7			3.3	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			9.9			
HCM 7th LOS			A			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

 **Site: 10 [NE Everett St & NW Lake Rd_BackgroundPM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: NE Everett Street															
3	L2	All MCs	282	0.0	282	0.0	0.292	11.9	LOS B	1.8	44.9	0.59	0.68	0.59	31.8
8	T1	All MCs	485	1.0	485	1.0	0.414	5.3	LOS A	3.0	74.7	0.62	0.55	0.62	35.0
Approach			767	0.6	767	0.6	0.414	7.7	LOS A	3.0	74.7	0.61	0.59	0.61	33.7
North: NE Everett Street															
4	T1	All MCs	370	2.0	370	2.0	0.301	5.0	LOS A	1.9	49.4	0.51	0.49	0.51	35.1
14	R2	All MCs	291	0.0	291	0.0	0.230	4.9	LOS A	1.4	35.5	0.48	0.53	0.48	35.3
Approach			662	1.1	662	1.1	0.301	4.9	LOS A	1.9	49.4	0.49	0.50	0.49	35.2
West: NW Lake Road															
5	L2	All MCs	366	1.0	366	1.0	0.310	11.5	LOS B	2.0	50.9	0.57	0.66	0.57	31.8
12	R2	All MCs	371	0.0	371	0.0	0.310	5.4	LOS A	2.0	50.8	0.57	0.57	0.57	35.1
Approach			737	0.5	737	0.5	0.310	8.5	LOS A	2.0	50.9	0.57	0.61	0.57	33.3
All Vehicles			2166	0.7	2166	0.7	0.414	7.1	LOS A	3.0	74.7	0.56	0.57	0.56	34.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

05/06/2025
11: NE Everett St (SR 500) & NE 17th Ave

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	18	56	445	464	70
Future Vol, veh/h	112	18	56	445	464	70
Conflicting Peds, #/hr	0	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	118	19	59	468	488	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1118	531	568	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	231	552	994	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	549	989	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	20.3	0.99		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	989	-	370	-	-	
HCM Lane V/C Ratio	0.06	-	0.369	-	-	
HCM Ctrl Dly (s/v)	8.9	-	20.3	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.7	-	-	

05/07/2025
12: NE Everett St (SR 500) & NE 15th Ave

Background 2030 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	10	33	6	8	28	12	420	3	40	347	95
Future Vol, veh/h	53	10	33	6	8	28	12	420	3	40	347	95
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	56	11	35	6	9	30	13	447	3	43	369	101
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	983	980	420	934	1029	450	470	0	0	450	0	0
Stage 1	505	505	-	474	474	-	-	-	-	-	-	-
Stage 2	479	476	-	460	555	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	230	242	638	248	236	613	1102	-	-	1121	-	-
Stage 1	553	527	-	575	561	-	-	-	-	-	-	-
Stage 2	572	544	-	585	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	230	638	213	224	612	1102	-	-	1121	-	-
Mov Cap-2 Maneuver	200	230	-	213	224	-	-	-	-	-	-	-
Stage 1	532	507	-	568	555	-	-	-	-	-	-	-
Stage 2	528	537	-	521	497	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	26.67		15.63		0.23		0.69					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1102	-	-	266	383	1121	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.383	0.117	0.038	-	-				
HCM Ctrl Dly (s/v)	8.3	-	-	26.7	15.6	8.3	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.7	0.4	0.1	-	-				

05/06/2025
13: NE Everett St (SR 500) & NE 14th Ave

Background 2030 PM
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	17.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	77	31	0	0	24	334	0	1	0	344	0	47
Future Vol, veh/h	77	31	0	0	24	334	0	1	0	344	0	47
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	2	0	0	0	1	0	0
Mvmt Flow	84	34	0	0	26	363	0	1	0	374	0	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	791	775	28	-	801	5	51	0	0	2	0	0
Stage 1	773	773	-	-	2	-	-	-	-	-	-	-
Stage 2	17	2	-	-	799	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	-	6.5	6.22	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	-	4	3.318	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	310	328	1054	0	320	1078	1568	-	-	1627	-	-
Stage 1	395	407	-	0	898	-	-	-	-	-	-	-
Stage 2	1007	892	-	0	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	249	1052	-	244	1074	1568	-	-	1625	-	-
Mov Cap-2 Maneuver	143	249	-	-	244	-	-	-	-	-	-	-
Stage 1	301	310	-	-	897	-	-	-	-	-	-	-
Stage 2	646	891	-	-	305	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	69.78		12.38		0		6.93					
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1568	-	-	163	874	1320	-	-				
HCM Lane V/C Ratio	-	-	-	0.721	0.445	0.23	-	-				
HCM Ctrl Dly (s/v)	0	-	-	69.8	12.4	7.9	0	-				
HCM Lane LOS	A	-	-	F	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	4.4	2.3	0.9	-	-				

05/06/2025
14: NE 6th Ave & Division St

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	218	696	574	28	8	144
Future Vol, veh/h	218	696	574	28	8	144
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	2	0	0	1
Mvmt Flow	229	733	604	29	8	152
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	637	0	-	0	1447	320
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	825	-
Critical Hdwy	4.12	-	-	-	5.2	6.12
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.31
Pot Cap-1 Maneuver	950	-	-	-	237	729
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	164	727
Mov Cap-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	569	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.81	0		12.14		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	754	-	-	-	164	727
HCM Lane V/C Ratio	0.242	-	-	-	0.051	0.209
HCM Ctrl Dly (s/v)	10	1.9	-	-	28.1	11.3
HCM Lane LOS	B	A	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.2	0.8

05/06/2025
15: NW Lacamas Ln & NW Lake Rd

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	637	4	80	460	11	64
Future Vol, veh/h	637	4	80	460	11	64
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	678	4	85	489	12	68
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	682	0	1339	681
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	660	-
Critical Hdwy	-	-	4.1	-	5.2	5.6
Critical Hdwy Stg 1	-	-	-	-	4.2	-
Critical Hdwy Stg 2	-	-	-	-	4.2	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	920	-	266	509
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	920	-	241	508
Mov Cap-2 Maneuver	-	-	-	-	241	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	586	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.38		14.28		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	241	508	-	-	920	-
HCM Lane V/C Ratio	0.049	0.134	-	-	0.092	-
HCM Ctrl Dly (s/v)	20.7	13.2	-	-	9.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.3	-

05/06/2025
16: NW Sierra St & NW Lake Rd

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	546	146	96	364	73	102
Future Vol, veh/h	546	146	96	364	73	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	3	1
Mvmt Flow	575	154	101	383	77	107
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	728	0	1237	652
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	-	-	4.11	-	6.43	6.21
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.309
Pot Cap-1 Maneuver	-	-	880	-	193	470
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	171	470
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	491	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.01		26.27		
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	171	470	-	-	880	-
HCM Lane V/C Ratio	0.449	0.228	-	-	0.115	-
HCM Ctrl Dly (s/v)	42.1	14.9	-	-	9.6	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.1	0.9	-	-	0.4	-

05/06/2025
17: NW Leadbetter Dr & NW Lake Rd

Background 2030 PM
Weekday PM Peak Hour

Intersection													
Int Delay, s/veh	3.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	7	560	7	81	351	6	4	5	118	10	7	13	
Future Vol, veh/h	7	560	7	81	351	6	4	5	118	10	7	13	
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	8	
Mvmt Flow	8	609	8	88	382	7	4	5	128	11	8	14	
Major/Minor	Major1		Major2			Minor1			Minor2				
Conflicting Flow All	388	0	0	619	0	0	1193	1195	616	1188	1195	386	
Stage 1	-	-	-	-	-	-	631	631	-	561	561	-	
Stage 2	-	-	-	-	-	-	562	564	-	627	635	-	
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-	
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372	
Pot Cap-1 Maneuver	1181	-	-	971	-	-	165	188	495	167	188	649	
Stage 1	-	-	-	-	-	-	473	478	-	516	513	-	
Stage 2	-	-	-	-	-	-	515	512	-	475	476	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1181	-	-	968	-	-	139	169	493	108	169	648	
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	169	-	108	169	-	
Stage 1	-	-	-	-	-	-	468	473	-	469	467	-	
Stage 2	-	-	-	-	-	-	450	465	-	345	471	-	
Approach	EB		WB			NB			SB				
HCM Ctrl Dly, s/v	0.1		1.68			17.41			27.14				
HCM LOS							C			D			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	427	1181	-	-	968	-	-	195					
HCM Lane V/C Ratio	0.323	0.006	-	-	0.091	-	-	0.167					
HCM Ctrl Dly (s/v)	17.4	8.1	-	-	9.1	-	-	27.1					
HCM Lane LOS	C	A	-	-	A	-	-	D					
HCM 95th %tile Q(veh)	1.4	0	-	-	0.3	-	-	0.6					

05/06/2025

18: NW Parker St & NW Lake Rd

Background 2030 PM
Weekday PM Peak Hour

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	435	147	43	310	200	120	43	90
Future Volume (vph)	19	435	147	43	310	200	120	43	90
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	28.0	24.0	24.0	29.4	25.4	23.3	17.1	14.8	9.7
Actuated g/C Ratio	0.43	0.37	0.37	0.45	0.39	0.36	0.26	0.23	0.15
v/c Ratio	0.04	0.69	0.23	0.13	0.27	0.41	0.53	0.15	0.42
Control Delay (s/veh)	14.5	26.0	2.9	14.3	18.1	21.5	26.9	19.7	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	26.0	2.9	14.3	18.1	21.5	26.9	19.7	34.9
LOS	B	C	A	B	B	C	C	B	C
Approach Delay (s/veh)		20.0			17.7		24.4		30.6
Approach LOS		B			B		C		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 65.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 21.7

Intersection LOS: C

Intersection Capacity Utilization 64.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



05/06/2025

18: NW Parker St & NW Lake Rd

Background 2030 PM

Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	435	147	43	310	25	200	120	112	43	90	17
Future Volume (veh/h)	19	435	147	43	310	25	200	120	112	43	90	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1885	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	21	478	113	47	341	18	220	132	102	47	99	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1	0	1	0	1	1	0	0	1	0
Cap, veh/h	580	577	484	274	527	28	384	177	137	204	173	24
Arrive On Green	0.24	0.30	0.30	0.08	0.15	0.15	0.11	0.18	0.18	0.05	0.11	0.11
Sat Flow, veh/h	1810	1900	1592	1810	3460	182	1795	984	761	1810	1613	228
Grp Volume(v), veh/h	21	478	113	47	176	183	220	0	234	47	0	113
Grp Sat Flow(s),veh/h/ln	1810	1900	1592	1810	1791	1851	1795	0	1745	1810	0	1842
Q Serve(g_s), s	0.0	13.9	3.2	0.0	5.5	5.5	0.4	0.0	7.5	0.0	0.0	3.5
Cycle Q Clear(g_c), s	0.0	13.9	3.2	0.0	5.5	5.5	0.4	0.0	7.5	0.0	0.0	3.5
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.44	1.00		0.12
Lane Grp Cap(c), veh/h	580	577	484	274	273	282	384	0	314	204	0	198
V/C Ratio(X)	0.04	0.83	0.23	0.17	0.64	0.65	0.57	0.00	0.75	0.23	0.00	0.57
Avail Cap(c_a), veh/h	580	1261	1057	711	1497	1547	481	0	710	409	0	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	19.2	15.5	24.8	23.6	23.6	23.0	0.0	23.0	27.0	0.0	25.1
Incr Delay (d2), s/veh	0.0	1.2	0.1	0.1	1.0	0.9	1.3	0.0	1.3	0.6	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.5	1.1	0.6	2.2	2.3	2.7	0.0	2.9	0.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	20.4	15.5	24.9	24.5	24.6	24.3	0.0	24.3	27.6	0.0	26.1
LnGrp LOS	B	C	B	C	C	C	C		C	C		C
Approach Vol, veh/h	612			406			454			160		
Approach Delay, s/veh	19.3			24.6			24.3			26.5		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	23.7	8.3	16.6	19.9	14.5	12.2	12.7				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+l1), s	2.0	15.9	2.0	9.5	2.0	7.5	2.4	5.5				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.7	0.0	1.3	0.4	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

Notes

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

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

05/06/2025
19: SE 283rd Ave & SE 23rd St

Background 2030 PM
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	55	164	40	41	154
Future Vol, veh/h	51	55	164	40	41	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	6	4	14	5	4
Mvmt Flow	58	63	186	45	47	175
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	477	209	0	0	232	0
Stage 1	209	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.44	6.26	-	-	4.15	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.354	-	-	2.245	-
Pot Cap-1 Maneuver	543	821	-	-	1318	-
Stage 1	821	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	522	821	-	-	1318	-
Mov Cap-2 Maneuver	522	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.88	0		1.65		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	644	378	-	
HCM Lane V/C Ratio	-	-	0.187	0.035	-	
HCM Ctrl Dly (s/v)	-	-	11.9	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

Appendix G: Year 2030 Total Traffic Conditions Analysis Worksheets

HCM 7th TWSC

1: NE 232nd Ave & NE 28th St

06/23/2025

Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	162	153	59	278	2	115	2	36	1	3	6
Future Vol, veh/h	2	162	153	59	278	2	115	2	36	1	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	6	12	10	7	0	6	0	21	0	0	20
Mvmt Flow	3	225	213	82	386	3	160	3	50	1	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	438	0	0	889	890	331	783	994	388
Stage 1	-	-	-	-	-	-	337	337	-	551	551	-
Stage 2	-	-	-	-	-	-	552	553	-	232	443	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.16	6.5	6.41	7.1	6.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.554	4	3.489	3.5	4	3.48
Pot Cap-1 Maneuver	1181	-	-	1081	-	-	260	284	669	313	247	623
Stage 1	-	-	-	-	-	-	669	645	-	522	518	-
Stage 2	-	-	-	-	-	-	511	518	-	776	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1081	-	-	227	256	669	259	222	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	256	-	259	222	-
Stage 1	-	-	-	-	-	-	667	643	-	472	468	-
Stage 2	-	-	-	-	-	-	451	468	-	712	577	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			1.5			54.71			15.1		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	269	10	-	-	313	-	-	370				
HCM Lane V/C Ratio	0.79	0.002	-	-	0.076	-	-	0.037				
HCM Ctrl Dly (s/v)	54.7	8.1	0	-	8.6	0	-	15.1				
HCM Lane LOS	F	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	6.1	0	-	-	0.2	-	-	0.1				

HCM 7th TWSC

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

06/23/2025

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Future Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	13	9	0	0	6	6	0	0	0	4	0	5
Mvmt Flow	36	201	0	0	296	141	0	0	0	125	0	102
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	201	0	0	571	712	201	641	641	367
Stage 1	-	-	-	-	-	-	274	274	-	367	367	-
Stage 2	-	-	-	-	-	-	296	438	-	274	274	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.345
Pot Cap-1 Maneuver	1066	-	-	1383	-	-	435	360	845	385	395	672
Stage 1	-	-	-	-	-	-	736	687	-	648	626	-
Stage 2	-	-	-	-	-	-	716	582	-	728	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	1383	-	-	354	346	845	370	380	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	346	-	370	380	-
Stage 1	-	-	-	-	-	-	708	660	-	648	626	-
Stage 2	-	-	-	-	-	-	607	582	-	700	660	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.3			0			0			19.98		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	276	-	-	1383	-	-	464				
HCM Lane V/C Ratio	-	0.034	-	-	-	-	-	0.49				
HCM Ctrl Dly (s/v)	0	8.5	0	-	0	-	-	20				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	2.6				

HCM 7th TWSC 3: NE 249th Ave & SR 500

06/23/2025

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	33	2	299	54	0
Future Vol, veh/h	255	33	2	299	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	4	100	6	7	0
Mvmt Flow	280	36	2	329	59	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	316	0	631	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	-	-	5.1	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	3.1	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	847	-	437	746
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	847	-	435	746
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	713	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.06		14.57		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	435	-	-	12	-	
HCM Lane V/C Ratio	0.136	-	-	0.003	-	
HCM Ctrl Dly (s/v)	14.6	-	-	9.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

HCM 7th TWSC
4: NE 14th St & NE 249th Ave

06/23/2025

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	1	34	33	3
Future Vol, veh/h	12	6	1	34	33	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	9	0	0	0	8	33
Mvmt Flow	17	9	1	49	48	4
Major/Minor	Minor2	Major2				
Conflicting Flow All	26	26	-	0		
Stage 1	26	26	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	6.49	6.5	-	-		
Critical Hdwy Stg 1	5.49	5.5	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.581	4	-	-		
Pot Cap-1 Maneuver	972	871	-	-		
Stage 1	979	877	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	972	0	-	-		
Mov Cap-2 Maneuver	972	0	-	-		
Stage 1	979	0	-	-		
Stage 2	-	0	-	-		
Approach	EB	WB				
HCM Ctrl Dly, s/v	8.81	0				
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	972	-	-			
HCM Lane V/C Ratio	0.027	-	-			
HCM Ctrl Dly (s/v)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

HCM 7th TWSC
5: NE 3rd St & NE 257th Ave

06/23/2025

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	75	30	9	36	8
Future Vol, veh/h	22	75	30	9	36	8
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	4	7	0	9	0
Mvmt Flow	30	101	41	12	49	11
Major/Minor	Minor2		Major2			
Conflicting Flow All	47	47	-	0		
Stage 1	47	47	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	7	7.14	-	-		
Critical Hdwy Stg 1	6	6.14	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.5	4.036	-	-		
Pot Cap-1 Maneuver	961	835	-	-		
Stage 1	973	846	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	961	0	-	-		
Mov Cap-2 Maneuver	961	0	-	-		
Stage 1	973	0	-	-		
Stage 2	-	0	-	-		
Approach	EB		WB			
HCM Ctrl Dly, s/v	9.34		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	961	-	-			
HCM Lane V/C Ratio	0.136	-	-			
HCM Ctrl Dly (s/v)	9.3	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.5	-	-			

MOVEMENT SUMMARY

 **Site: 6 [NE Everett St & NE 3rd St_TotalAM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
3	L2	All MCs	35	0.0	35	0.0	0.198	9.7	LOS A	1.1	27.5	0.10	0.49	0.10	35.1
18	R2	All MCs	213	4.0	213	4.0	0.198	4.1	LOS A	1.1	27.5	0.10	0.49	0.10	35.4
Approach			248	3.4	248	3.4	0.198	4.9	LOS A	1.1	27.5	0.10	0.49	0.10	35.4
East: SR 500															
1	L2	All MCs	385	3.0	385	3.0	0.313	9.9	LOS A	1.7	43.8	0.16	0.61	0.16	32.7
6	T1	All MCs	5	50.0	5	50.0	0.313	4.5	LOS A	1.7	43.8	0.16	0.61	0.16	32.7
Approach			390	3.7	390	3.7	0.313	9.8	LOS A	1.7	43.8	0.16	0.61	0.16	32.7
West: NE 3rd St															
2	T1	All MCs	12	27.0	12	27.0	0.136	7.2	LOS A	0.6	16.8	0.48	0.58	0.48	34.7
12	R2	All MCs	113	6.0	113	6.0	0.136	6.1	LOS A	0.6	16.8	0.48	0.58	0.48	34.8
Approach			125	8.0	125	8.0	0.136	6.2	LOS A	0.6	16.8	0.48	0.58	0.48	34.8
All Vehicles			764	4.3	764	4.3	0.313	7.6	LOS A	1.7	43.8	0.19	0.57	0.19	33.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

MOVEMENT SUMMARY

 Site: 7 [NE Everett St & NE Everett Dr_TotalAM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh ft		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: SR500															
8	T1	All MCs	289	3.0	289	3.0	0.523	5.8	LOS A	4.0	103.6	0.54	0.53	0.54	34.7
18	R2	All MCs	256	3.0	256	3.0	0.523	5.7	LOS A	4.0	103.6	0.54	0.53	0.54	34.4
Approach			544	3.0	544	3.0	0.523	5.7	LOS A	4.0	103.6	0.54	0.53	0.54	34.5
East: NE Everett Drive															
1	L2	All MCs	226	10.0	226	10.0	0.343	11.5	LOS B	2.0	53.4	0.55	0.66	0.55	32.3
16	R2	All MCs	79	3.0	79	3.0	0.343	6.1	LOS A	2.0	53.4	0.55	0.66	0.55	32.9
Approach			305	8.2	305	8.2	0.343	10.1	LOS B	2.0	53.4	0.55	0.66	0.55	32.5
North: SR500															
7	L2	All MCs	170	1.0	170	1.0	0.677	12.6	LOS B	6.8	174.0	0.73	0.66	0.79	32.8
4	T1	All MCs	498	3.0	498	3.0	0.677	7.8	LOS A	6.8	174.0	0.73	0.66	0.79	33.4
Approach			668	2.5	668	2.5	0.677	9.0	LOS A	6.8	174.0	0.73	0.66	0.79	33.2
All Vehicles			1517	3.8	1517	3.8	0.677	8.1	LOS A	6.8	174.0	0.62	0.61	0.65	33.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

HCM 7th TWSC

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

06/23/2025

Intersection						
Int Delay, s/veh	7.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	155	97	365	533	23
Future Vol, veh/h	31	155	97	365	533	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	110	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	4	-4	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	7	10	3	5	6
Mvmt Flow	38	191	120	451	658	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1362	672	686	0	-	0
Stage 1	672	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.8	6.47	4.2	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	2.29	-	-	-
Pot Cap-1 Maneuver	142	431	871	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	431	871	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	46.17	2.06		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	871	-	303	-	-	
HCM Lane V/C Ratio	0.137	-	0.758	-	-	
HCM Ctrl Dly (s/v)	9.8	-	46.2	-	-	
HCM Lane LOS	A	-	E	-	-	
HCM 95th %tile Q(veh)	0.5	-	5.8	-	-	

Timings

9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	333	71	395	485	96	596
Future Volume (vph)	333	71	395	485	96	596
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	23.8	23.8	28.6	72.7	38.9	38.9
Actuated g/C Ratio	0.33	0.33	0.39	1.00	0.54	0.54
v/c Ratio	0.75	0.15	0.67	0.39	0.30	0.71
Control Delay (s/veh)	34.0	6.0	26.8	0.8	11.6	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	6.0	26.8	0.8	11.6	18.3
LOS	C	A	C	A	B	B
Approach Delay (s/veh)	29.0		12.5			17.3
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 72.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 17.6

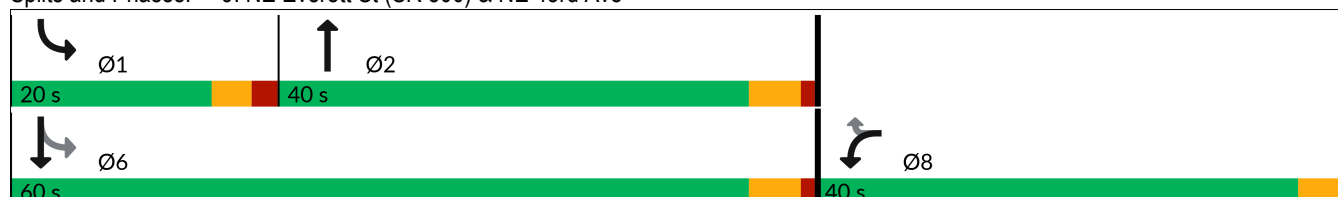
Intersection LOS: B

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



HCM 7th Signalized Intersection Summary

9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	333	71	395	485	96	596
Future Volume (veh/h)	333	71	395	485	96	596
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1799	1814	1746	1732	1802	1997
Adj Flow Rate, veh/h	383	59	454	0	110	685
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	12	11	4	5	17	4
Cap, veh/h	476	427	651		393	1075
Arrive On Green	0.28	0.28	0.37	0.00	0.06	0.54
Sat Flow, veh/h	1713	1537	1746	1468	1716	1997
Grp Volume(v), veh/h	383	59	454	0	110	685
Grp Sat Flow(s),veh/h/ln	1713	1537	1746	1468	1716	1997
Q Serve(g_s), s	10.2	1.4	10.8	0.0	1.8	11.8
Cycle Q Clear(g_c), s	10.2	1.4	10.8	0.0	1.8	11.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	476	427	651		393	1075
V/C Ratio(X)	0.80	0.14	0.70		0.28	0.64
Avail Cap(c_a), veh/h	1260	1130	1249		810	2244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	13.3	13.0	0.0	9.1	7.9
Incr Delay (d2), s/veh	3.2	0.1	2.9	0.0	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.5	4.0	0.0	0.5	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.7	13.4	15.9	0.0	9.4	8.7
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	442		454			795
Approach Delay, s/veh	18.9		15.9			8.8
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.1	23.2			31.4	17.6
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	12.8			13.8	12.2
Green Ext Time (p_c), s	0.2	5.4			7.0	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			13.3			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

 Site: 10 [NE Everett St & NW Lake Rd_TotalAM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: NE Everett Street															
3	L2	All MCs	238	7.0	238	7.0	0.376	14.3	LOS B	2.5	66.4	0.81	0.76	0.81	31.0
8	T1	All MCs	432	7.0	432	7.0	0.530	8.3	LOS A	4.8	125.8	0.89	0.75	0.99	34.0
Approach			670	7.0	670	7.0	0.530	10.5	LOS B	4.8	125.8	0.86	0.76	0.93	32.9
North: NE Everett Street															
4	T1	All MCs	625	10.0	625	10.0	0.562	5.6	LOS A	4.7	127.9	0.67	0.54	0.67	34.5
14	R2	All MCs	414	2.0	414	2.0	0.336	5.0	LOS A	2.3	59.5	0.52	0.53	0.52	35.1
Approach			1039	6.8	1039	6.8	0.562	5.4	LOS A	4.7	127.9	0.61	0.54	0.61	34.7
West: NW Lake Road															
5	L2	All MCs	582	3.0	582	3.0	0.684	18.4	LOS B	8.1	208.5	0.97	0.92	1.29	29.5
12	R2	All MCs	250	6.0	250	6.0	0.309	7.7	LOS A	2.2	56.5	0.80	0.69	0.80	34.2
Approach			832	3.9	832	3.9	0.684	15.2	LOS B	8.1	208.5	0.92	0.85	1.14	30.7
All Vehicles			2540	5.9	2540	5.9	0.684	9.9	LOS A	8.1	208.5	0.78	0.70	0.87	32.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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HCM 7th TWSC

11: NE Everett St (SR 500) & NE 17th Ave

06/23/2025

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	77	14	24	339	526	82
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Future Vol, veh/h	77	14	24	339	526	82
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Conflicting Peds, #/hr	0	0	3	0	0	3
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	50	-	-	-
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Veh in Median Storage, #	1	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	91	91	91	91	91	91
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Heavy Vehicles, %	7	7	0	6	2	0
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Mvmt Flow	85	15	26	373	578	90
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1051	626	671
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Stage 1	626	-	-
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Stage 2	425	-	-
---------	-----	---	---

Critical Hdwy	6.47	6.27	4.1
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Critical Hdwy Stg 1	5.47	-	-
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Critical Hdwy Stg 2	5.47	-	-
---------------------	------	---	---

Follow-up Hdwy	3.563	3.363	2.2
----------------	-------	-------	-----

Pot Cap-1 Maneuver	246	475	929
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Stage 1	524	-	-
---------	-----	---	---

Stage 2	649	-	-
---------	-----	---	---

Platoon blocked, %			
--------------------	--	--	--

Mov Cap-1 Maneuver	237	474	926
--------------------	-----	-----	-----

Mov Cap-2 Maneuver	365	-	-
--------------------	-----	---	---

Stage 1	507	-	-
---------	-----	---	---

Stage 2	647	-	-
---------	-----	---	---

Approach	EB	NB	SB
----------	----	----	----

HCM Ctrl Dly, s/v	17.89	0.6	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	926	-	379	-	-
------------------	-----	---	-----	---	---

HCM Lane V/C Ratio	0.028	-	0.264	-	-
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HCM Ctrl Dly (s/v)	9	-	17.9	-	-
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HCM Lane LOS	A	-	C	-	-
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HCM 95th %tile Q(veh)	0.1	-	1	-	-
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HCM 7th TWSC

12: NE Everett St (SR 500) & NE 15th Ave

06/23/2025

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	47	25	19	4	25	78	8	252	6	81	327	131
Future Vol, veh/h	47	25	19	4	25	78	8	252	6	81	327	131
Conflicting Peds, #/hr	13	0	3	3	0	13	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	0	5	0	0	0	25	6	17	1	4	0
Mvmt Flow	54	29	22	5	29	90	9	290	7	93	376	151

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	973	958	454	897	1030	312	526	0	0	303	0	0
Stage 1	637	637	-	317	317	-	-	-	-	-	-	-
Stage 2	335	321	-	579	713	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.5	6.25	7.1	6.5	6.2	4.35	-	-	4.11	-	-
Critical Hdwy Stg 1	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4	3.345	3.5	4	3.3	2.425	-	-	2.209	-	-
Pot Cap-1 Maneuver	223	259	600	263	235	733	933	-	-	1264	-	-
Stage 1	450	474	-	698	658	-	-	-	-	-	-	-
Stage 2	660	655	-	504	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	155	236	598	204	215	721	933	-	-	1257	-	-
Mov Cap-2 Maneuver	155	236	-	204	215	-	-	-	-	-	-	-
Stage 1	417	439	-	688	648	-	-	-	-	-	-	-
Stage 2	541	645	-	419	406	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	39.09		16.4		0.27		1.22	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	933	-	-	206	438	1257	-
HCM Lane V/C Ratio	0.01	-	-	0.507	0.281	0.074	-
HCM Ctrl Dly (s/v)	8.9	-	-	39.1	16.4	8.1	-
HCM Lane LOS	A	-	-	E	C	A	-
HCM 95th %tile Q(veh)	0	-	-	2.6	1.1	0.2	-

HCM 7th TWSC

13: NE Everett St (SR 500) & NE 14th Ave

06/23/2025

Intersection												
Int Delay, s/veh	11.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	56	23	1	0	18	209	1	0	0	274	0	74
Future Vol, veh/h	56	23	1	0	18	209	1	0	0	274	0	74
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	8	4	0	0	0	7	0	0	0	4	0	3
Mvmt Flow	66	27	1	0	21	246	1	0	0	322	0	87

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	702	692	44	-	735	2	87	0	0	1	0	0
Stage 1	688	688	-	-	3	-	-	-	-	-	-	-
Stage 2	14	3	-	-	732	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.54	6.2	-	6.5	6.27	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.54	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.036	3.3	-	4	3.363	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	345	365	1032	0	349	1068	1522	-	-	1609	-	-
Stage 1	427	444	-	0	897	-	-	-	-	-	-	-
Stage 2	991	889	-	0	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	287	1032	-	274	1066	1522	-	-	1607	-	-
Mov Cap-2 Maneuver	196	287	-	-	274	-	-	-	-	-	-	-
Stage 1	336	349	-	-	896	-	-	-	-	-	-	-
Stage 2	743	888	-	-	338	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	33.56		10.99		7.37		6.14	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1522	-	-	218	867	1181	-
HCM Lane V/C Ratio	0.001	-	-	0.432	0.308	0.201	-
HCM Ctrl Dly (s/v)	7.4	0	-	33.6	11	7.8	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0	-	-	2	1.3	0.7	-

HCM 7th TWSC
14: NE 6th Ave & Division St

06/23/2025

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	159	413	610	20	11	265
Future Vol, veh/h	159	413	610	20	11	265
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	7	5	10	0	1
Mvmt Flow	173	449	663	22	12	288

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	685	0	0 1244 342
Stage 1	-	-	- - 674 -
Stage 2	-	-	- - 570 -
Critical Hdwy	4.2	-	- - 5.2 6.12
Critical Hdwy Stg 1	-	-	- - 4.2 -
Critical Hdwy Stg 2	-	-	- - 4.2 -
Follow-up Hdwy	2.25	-	- - 3.5 3.31
Pot Cap-1 Maneuver	885	-	- - 294 708
Stage 1	-	-	- - 639 -
Stage 2	-	-	- - 689 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	885	-	- - 228 708
Mov Cap-2 Maneuver	-	-	- - 228 -
Stage 1	-	-	- - 496 -
Stage 2	-	-	- - 689 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.71	0	13.84
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	774	-	-	-	228	708
HCM Lane V/C Ratio	0.195	-	-	-	0.052	0.407
HCM Ctrl Dly (s/v)	10.1	1.3	-	-	21.6	13.5
HCM Lane LOS	B	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2	2

HCM 7th TWSC

15: NW Lacamas Ln & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	587	3	68	520	4	174
Future Vol, veh/h	587	3	68	520	4	174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	3	3	0	0
Mvmt Flow	675	3	78	598	5	200

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	678
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	909
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	909
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.08	16.62
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	220	511	-	-	909	-
HCM Lane V/C Ratio	0.021	0.391	-	-	0.086	-
HCM Ctrl Dly (s/v)	21.7	16.5	-	-	9.3	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	1.8	-	-	0.3	-

HCM 7th TWSC
16: NW Sierra St & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	410	88	76	428	93	166
Future Vol, veh/h	410	88	76	428	93	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	7	11	2	3	7
Mvmt Flow	456	98	84	476	103	184

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	553
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	973
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	973
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.36	24.07
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	200	558	-	-	973	-
HCM Lane V/C Ratio	0.518	0.331	-	-	0.087	-
HCM Ctrl Dly (s/v)	40.9	14.6	-	-	9.1	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.6	1.4	-	-	0.3	-

HCM 7th TWSC

17: NW Leadbetter Dr & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	315	12	120	407	6	3	9	176	8	9	8
Future Vol, veh/h	7	315	12	120	407	6	3	9	176	8	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	18	2	2	33	0	22	8	0	0	12
Mvmt Flow	8	342	13	130	442	7	3	10	191	9	10	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	355	0	0	1072	1074	349	1069	1077	446
Stage 1	-	-	-	-	-	-	364	364	-	707	707	-
Stage 2	-	-	-	-	-	-	708	710	-	362	371	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.72	6.28	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.72	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.198	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1122	-	-	1203	-	-	200	203	681	201	221	592
Stage 1	-	-	-	-	-	-	659	590	-	430	441	-
Stage 2	-	-	-	-	-	-	429	408	-	660	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1203	-	-	167	179	681	122	195	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	179	-	122	195	-
Stage 1	-	-	-	-	-	-	655	586	-	383	394	-
Stage 2	-	-	-	-	-	-	367	364	-	464	619	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.17			1.88			14.66			25.87		
HCM LOS							B			D		

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

Timings

18: NW Parker St & NW Lake Rd

06/23/2025

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	189	171	106	283	143	59	44	116
Future Volume (vph)	9	189	171	106	283	143	59	44	116
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	18.7	12.6	12.6	21.0	18.8	21.8	17.0	16.7	9.9
Actuated g/C Ratio	0.33	0.22	0.22	0.37	0.33	0.39	0.30	0.30	0.18
v/c Ratio	0.03	0.56	0.40	0.27	0.33	0.31	0.36	0.13	0.49
Control Delay (s/veh)	13.7	27.1	6.5	15.3	16.3	14.6	15.9	13.4	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	27.1	6.5	15.3	16.3	14.6	15.9	13.4	28.6
LOS	B	C	A	B	B	B	B	B	C
Approach Delay (s/veh)		17.2			16.0		15.3		24.8
Approach LOS		B			B		B		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 56.3

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 17.4

Intersection LOS: B

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



HCM 7th Signalized Intersection Summary

18: NW Parker St & NW Lake Rd

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	189	171	106	283	36	143	59	102	44	116	15
Future Volume (veh/h)	9	189	171	106	283	36	143	59	102	44	116	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1574	1841	1856	1900	1870	1826	1885	1856	1841	1796	1856	1900
Adj Flow Rate, veh/h	11	228	129	128	341	24	172	71	88	53	140	16
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	22	4	3	0	2	5	1	3	4	7	3	0
Cap, veh/h	386	327	279	380	550	39	403	120	149	381	249	29
Arrive On Green	0.12	0.18	0.18	0.10	0.16	0.16	0.09	0.16	0.16	0.09	0.15	0.15
Sat Flow, veh/h	1499	1841	1572	1810	3369	236	1795	749	929	1711	1632	186
Grp Volume(v), veh/h	11	228	129	128	179	186	172	0	159	53	0	156
Grp Sat Flow(s),veh/h/ln	1499	1841	1572	1810	1777	1828	1795	0	1678	1711	0	1818
Q Serve(g_s), s	0.0	5.7	3.6	0.0	4.6	4.6	0.0	0.0	4.3	0.0	0.0	3.9
Cycle Q Clear(g_c), s	0.0	5.7	3.6	0.0	4.6	4.6	0.0	0.0	4.3	0.0	0.0	3.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.55	1.00		0.10
Lane Grp Cap(c), veh/h	386	327	279	380	290	298	403	0	270	381	0	278
V/C Ratio(X)	0.03	0.70	0.46	0.34	0.62	0.62	0.43	0.00	0.59	0.14	0.00	0.56
Avail Cap(c_a), veh/h	496	1476	1261	908	1794	1846	596	0	825	551	0	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	18.9	18.1	19.3	19.1	19.1	19.3	0.0	19.1	18.2	0.0	19.2
Incr Delay (d2), s/veh	0.0	1.0	0.4	0.2	0.8	0.8	0.7	0.0	0.8	0.2	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.2	1.2	1.2	1.7	1.8	1.7	0.0	1.5	0.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	19.9	18.5	19.5	19.9	19.9	20.0	0.0	19.8	18.4	0.0	19.9
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h	368			493			331			209		
Approach Delay, s/veh	19.3			19.8			19.9			19.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	14.4	10.1	13.8	11.6	13.5	10.1	13.8				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+l1), s	2.0	7.7	2.0	6.3	2.0	6.6	2.0	5.9				
Green Ext Time (p_c), s	0.1	1.0	0.0	0.5	0.0	1.3	0.3	0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 19.7

HCM 7th LOS B

Notes

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

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

HCM 7th TWSC

19: SE 283rd Ave & SE 23rd St

06/23/2025

Intersection

Int Delay, s/veh 4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	106	216	43	54	140
Future Vol, veh/h	48	106	216	43	54	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	14	9	3	18	8	9
Mvmt Flow	54	119	243	48	61	157

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	546	267	0
Stage 1	267	-	-
Stage 2	279	-	-
Critical Hdwy	6.54	6.29	-
Critical Hdwy Stg 1	5.54	-	-
Critical Hdwy Stg 2	5.54	-	-
Follow-up Hdwy	3.626	3.381	-
Pot Cap-1 Maneuver	479	755	-
Stage 1	751	-	-
Stage 2	742	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	453	755	-
Mov Cap-2 Maneuver	453	-	-
Stage 1	751	-	-
Stage 2	702	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.94	0	2.24
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	625	501
HCM Lane V/C Ratio	-	-	0.277	0.049
HCM Ctrl Dly (s/v)	-	-	12.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2

HCM 7th TWSC

1: NE 232nd Ave & NE 28th St

06/23/2025

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	387	132	13	231	0	124	0	14	1	1	3
Future Vol, veh/h	6	387	132	13	231	0	124	0	14	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	3	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	3	0	3	0	0	100	0	0
Mvmt Flow	6	412	140	14	246	0	132	0	15	1	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	552	0	0	769	768	482	698	838	246
Stage 1	-	-	-	-	-	-	495	495	-	273	273	-
Stage 2	-	-	-	-	-	-	274	273	-	424	565	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1332	-	-	1028	-	-	317	334	588	253	304	798
Stage 1	-	-	-	-	-	-	555	549	-	561	687	-
Stage 2	-	-	-	-	-	-	730	687	-	454	511	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	1028	-	-	308	327	588	241	298	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	327	-	241	298	-
Stage 1	-	-	-	-	-	-	551	546	-	553	677	-
Stage 2	-	-	-	-	-	-	715	677	-	439	508	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.09			0.46			25.08			13.21		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	20	-	-	96	-	-	444
HCM Lane V/C Ratio	0.454	0.005	-	-	0.013	-	-	0.012
HCM Ctrl Dly (s/v)	25.1	7.7	0	-	8.5	0	-	13.2
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	0

HCM 7th TWSC

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

06/23/2025

Intersection												
Int Delay, s/veh	12.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Future Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	103	338	0	0	204	141	0	0	0	186	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	338	0	0	749	890	338	819	819	275
Stage 1	-	-	-	-	-	-	544	544	-	275	275	-
Stage 2	-	-	-	-	-	-	204	346	-	544	544	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.3
Pot Cap-1 Maneuver	1208	-	-	1233	-	-	331	284	709	293	312	769
Stage 1	-	-	-	-	-	-	527	522	-	729	686	-
Stage 2	-	-	-	-	-	-	802	639	-	521	522	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1208	-	-	1233	-	-	269	254	709	262	279	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	254	-	262	279	-
Stage 1	-	-	-	-	-	-	471	467	-	729	686	-
Stage 2	-	-	-	-	-	-	730	639	-	466	467	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.93	0	0	49
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	422	-	-	1233	-	-	319
HCM Lane V/C Ratio	-	0.086	-	-	-	-	-	0.798
HCM Ctrl Dly (s/v)	0	8.3	0	-	0	-	-	49
HCM Lane LOS	A	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	6.5

HCM 7th TWSC

3: NE 249th Ave & NE 25th St (SR 500)

06/23/2025

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	428	55	2	280	31	4
Future Vol, veh/h	428	55	2	280	31	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	3	50	4	7	0
Mvmt Flow	486	63	2	318	35	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	549	0	840	518
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	323	-
Critical Hdwy	-	-	4.6	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.65	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	819	-	329	562
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	819	-	328	562
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	720	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.07		16.83		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	344	-	-	13	-	
HCM Lane V/C Ratio	0.116	-	-	0.003	-	
HCM Ctrl Dly (s/v)	16.8	-	-	9.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

HCM 7th TWSC
4: NE 14th St & NE 249th Ave

06/23/2025

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	8	29	42	13
Future Vol, veh/h	6	6	8	29	42	13
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	20	0	0	0	0	8
Mvmt Flow	9	9	12	43	62	19
Major/Minor	Minor2		Major2			
Conflicting Flow All	33	33	-	0		
Stage 1	33	33	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	6.6	6.5	-	-		
Critical Hdwy Stg 1	5.6	5.5	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.68	4	-	-		
Pot Cap-1 Maneuver	936	863	-	-		
Stage 1	945	871	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	936	0	-	-		
Mov Cap-2 Maneuver	936	0	-	-		
Stage 1	945	0	-	-		
Stage 2	-	0	-	-		
Approach	EB		WB			
HCM Ctrl Dly, s/v	8.92		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	936	-	-			
HCM Lane V/C Ratio	0.019	-	-			
HCM Ctrl Dly (s/v)	8.9	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-			

HCM 7th TWSC
5: NE 3rd St & NE 257th Ave

06/23/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	46	74	23	19	23
Future Vol, veh/h	15	46	74	23	19	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	3	3	-	-3	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	71	114	35	29	35
Major/Minor	Minor2	Major2				
Conflicting Flow All	132	132	-	0		
Stage 1	132	132	-	-		
Stage 2	0	0	-	-		
Critical Hdwy	7	7.1	-	-		
Critical Hdwy Stg 1	6	6.1	-	-		
Critical Hdwy Stg 2	-	-	-	-		
Follow-up Hdwy	3.5	4	-	-		
Pot Cap-1 Maneuver	848	746	-	-		
Stage 1	880	774	-	-		
Stage 2	-	-	-	-		
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	848	0	-	-		
Mov Cap-2 Maneuver	848	0	-	-		
Stage 1	880	0	-	-		
Stage 2	-	0	-	-		
Approach	EB	WB				
HCM Ctrl Dly, s/v	9.77	0				
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	WBT	WBR			
Capacity (veh/h)	848	-	-			
HCM Lane V/C Ratio	0.111	-	-			
HCM Ctrl Dly (s/v)	9.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

MOVEMENT SUMMARY

 **Site: 6 [NE Everett St & NE 3rd St_TotalIPM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE 3rd St
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: SR500															
3	L2	All MCs	98	6.0	98	6.0	0.291	9.7	LOS A	1.7	42.5	0.09	0.52	0.09	34.7
18	R2	All MCs	272	1.0	272	1.0	0.291	4.0	LOS A	1.7	42.5	0.09	0.52	0.09	35.2
Approach			369	2.3	369	2.3	0.291	5.5	LOS A	1.7	42.5	0.09	0.52	0.09	35.1
East: SR 500															
1	L2	All MCs	208	2.0	208	2.0	0.185	10.1	LOS B	0.9	21.9	0.25	0.61	0.25	32.7
6	T1	All MCs	14	0.0	14	0.0	0.185	4.3	LOS A	0.9	21.9	0.25	0.61	0.25	33.4
Approach			222	1.9	222	1.9	0.185	9.8	LOS A	0.9	21.9	0.25	0.61	0.25	32.7
West: NE 3rd St															
2	T1	All MCs	11	0.0	11	0.0	0.067	4.9	LOS A	0.3	7.6	0.33	0.50	0.33	35.6
12	R2	All MCs	67	0.0	67	0.0	0.067	4.9	LOS A	0.3	7.6	0.33	0.50	0.33	35.3
Approach			78	0.0	78	0.0	0.067	4.9	LOS A	0.3	7.6	0.33	0.50	0.33	35.3
All Vehicles			669	1.9	669	1.9	0.291	6.9	LOS A	1.7	42.5	0.17	0.55	0.17	34.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

MOVEMENT SUMMARY

 **Site: 7 [NE Everett St & NE Everett Dr_TotalPM (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

SR500/NE Everett Drive
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: SR500															
8	T1	All MCs	349	1.0	349	1.0	0.458	4.8	LOS A	3.3	81.9	0.29	0.44	0.29	35.4
18	R2	All MCs	194	0.0	194	0.0	0.458	4.7	LOS A	3.3	81.9	0.29	0.44	0.29	35.1
Approach			544	0.6	544	0.6	0.458	4.8	LOS A	3.3	81.9	0.29	0.44	0.29	35.3
East: NE Everett Drive															
1	L2	All MCs	174	0.0	174	0.0	0.237	11.2	LOS B	1.2	30.8	0.50	0.67	0.50	32.6
16	R2	All MCs	52	0.0	52	0.0	0.237	6.2	LOS A	1.2	30.8	0.50	0.67	0.50	33.0
Approach			226	0.0	226	0.0	0.237	10.0	LOS B	1.2	30.8	0.50	0.67	0.50	32.7
North: SR500															
7	L2	All MCs	61	2.0	61	2.0	0.274	10.3	LOS B	1.5	38.7	0.39	0.52	0.39	33.9
4	T1	All MCs	235	0.0	235	0.0	0.274	5.3	LOS A	1.5	38.7	0.39	0.52	0.39	34.6
Approach			296	0.4	296	0.4	0.274	6.3	LOS A	1.5	38.7	0.39	0.52	0.39	34.4
All Vehicles			1065	0.4	1065	0.4	0.458	6.3	LOS A	3.3	81.9	0.36	0.51	0.36	34.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

HCM 7th TWSC

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

06/23/2025

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	28	131	125	426	322	18
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Future Vol, veh/h	28	131	125	426	322	18
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	110	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	2	-	-	4	-4	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	0	4	2	0	1	0
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Mvmt Flow	30	142	136	463	350	20
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1095	360	370
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Stage 1	360	-	-
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Stage 2	735	-	-
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Critical Hdwy	6.8	6.44	4.12
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Critical Hdwy Stg 1	5.8	-	-
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Critical Hdwy Stg 2	5.8	-	-
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Follow-up Hdwy	3.5	3.336	2.218
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Pot Cap-1 Maneuver	211	667	1189
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Stage 1	683	-	-
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Stage 2	441	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	187	667	1189
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Mov Cap-2 Maneuver	187	-	-
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Stage 1	605	-	-
---------	-----	---	---

Stage 2	441	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	17.48	1.91	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1189	-	460	-	-
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HCM Lane V/C Ratio	0.114	-	0.376	-	-
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HCM Ctrl Dly (s/v)	8.4	-	17.5	-	-
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HCM Lane LOS	A	-	C	-	-
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HCM 95th %tile Q(veh)	0.4	-	1.7	-	-
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Timings

9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	224	60	488	298	53	404
Future Volume (vph)	224	60	488	298	53	404
Turn Type	Prot	Perm	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	5.0		4.0	5.0
Minimum Split (s)	23.0	23.0	30.0		10.0	50.0
Total Split (s)	40.0	40.0	40.0		20.0	60.0
Total Split (%)	40.0%	40.0%	40.0%		20.0%	60.0%
Yellow Time (s)	3.0	3.0	4.0		3.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min		None	Min
Act Effect Green (s)	14.5	14.5	29.3	59.4	35.3	35.3
Actuated g/C Ratio	0.24	0.24	0.49	1.00	0.59	0.59
v/c Ratio	0.55	0.14	0.59	0.21	0.12	0.40
Control Delay (s/veh)	27.1	7.4	16.5	0.3	5.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.1	7.4	16.5	0.3	5.9	7.8
LOS	C	A	B	A	A	A
Approach Delay (s/veh)	22.9		10.4			7.6
Approach LOS	C		B			A

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 59.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 11.9

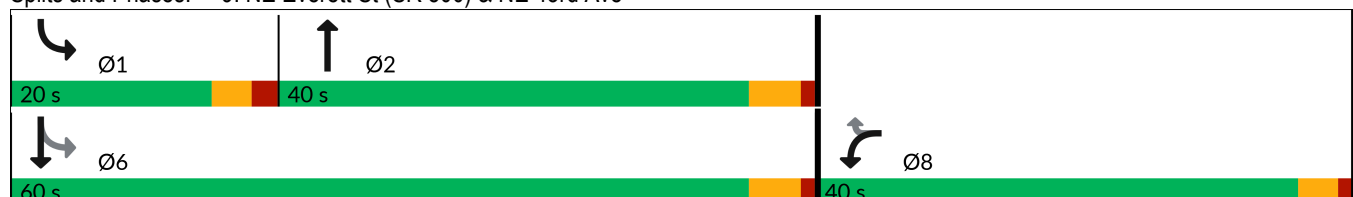
Intersection LOS: B

Intersection Capacity Utilization 53.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE Everett St (SR 500) & NE 43rd Ave



HCM 7th Signalized Intersection Summary

9: NE Everett St (SR 500) & NE 43rd Ave

06/23/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	60	488	298	53	404
Future Volume (veh/h)	224	60	488	298	53	404
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1979	1979	1791	1806	2057	2012
Adj Flow Rate, veh/h	238	54	519	0	56	430
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	1	0	0	3
Cap, veh/h	342	305	779		462	1210
Arrive On Green	0.18	0.18	0.44	0.00	0.05	0.60
Sat Flow, veh/h	1884	1677	1791	1530	1959	2012
Grp Volume(v), veh/h	238	54	519	0	56	430
Grp Sat Flow(s),veh/h/ln	1884	1677	1791	1530	1959	2012
Q Serve(g_s), s	4.9	1.1	9.6	0.0	0.6	4.5
Cycle Q Clear(g_c), s	4.9	1.1	9.6	0.0	0.6	4.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	342	305	779		462	1210
V/C Ratio(X)	0.70	0.18	0.67		0.12	0.36
Avail Cap(c_a), veh/h	1635	1455	1511		1080	2667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	14.4	9.3	0.0	6.4	4.2
Incr Delay (d2), s/veh	2.5	0.3	2.1	0.0	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.4	3.1	0.0	0.2	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	14.6	11.4	0.0	6.6	4.4
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h	292		519			486
Approach Delay, s/veh	17.7		11.4			4.7
Approach LOS	B		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	23.1			30.0	11.5
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	2.6	11.6			6.5	6.9
Green Ext Time (p_c), s	0.1	6.5			3.7	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			10.3			
HCM 7th LOS			B			
Notes						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

 Site: 10 [NE Everett St & NW Lake Rd_TotalIPM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: NE Everett Street															
3	L2	All MCs	282	0.0	282	0.0	0.304	12.1	LOS B	1.9	47.3	0.61	0.69	0.61	31.8
8	T1	All MCs	524	1.0	524	1.0	0.457	5.5	LOS A	3.4	86.2	0.67	0.57	0.67	34.8
Approach			806	0.7	806	0.7	0.457	7.8	LOS A	3.4	86.2	0.65	0.61	0.65	33.7
North: NE Everett Street															
4	T1	All MCs	395	2.0	395	2.0	0.321	5.0	LOS A	2.1	54.0	0.52	0.49	0.52	35.1
14	R2	All MCs	306	0.0	306	0.0	0.243	4.9	LOS A	1.5	38.0	0.49	0.53	0.49	35.2
Approach			701	1.1	701	1.1	0.321	5.0	LOS A	2.1	54.0	0.50	0.51	0.50	35.2
West: NW Lake Road															
5	L2	All MCs	390	1.0	390	1.0	0.337	11.7	LOS B	2.3	56.9	0.60	0.67	0.60	31.8
12	R2	All MCs	371	0.0	371	0.0	0.315	5.6	LOS A	2.1	52.4	0.59	0.58	0.59	35.0
Approach			762	0.5	762	0.5	0.337	8.7	LOS A	2.3	56.9	0.60	0.62	0.60	33.2
All Vehicles			2269	0.8	2269	0.8	0.457	7.2	LOS A	3.4	86.2	0.59	0.58	0.59	34.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com

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Project: H:\31\31552 - Village at North Shore\analysis\Sidra\31552_SIDRA.sip9

HCM 7th TWSC

11: NE Everett St (SR 500) & NE 17th Ave

06/23/2025

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	119	18	56	463	484	72
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Future Vol, veh/h	119	18	56	463	484	72
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Conflicting Peds, #/hr	0	0	6	0	0	6
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	50	-	-	-
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Veh in Median Storage, #	1	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	0	0	4	0	0	2
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Mvmt Flow	125	19	59	487	509	76
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1159	553	591
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Stage 1	553	-	-
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Stage 2	605	-	-
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Critical Hdwy	6.4	6.2	4.14
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Critical Hdwy Stg 1	5.4	-	-
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Critical Hdwy Stg 2	5.4	-	-
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Follow-up Hdwy	3.5	3.3	2.236
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Pot Cap-1 Maneuver	219	536	975
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Stage 1	580	-	-
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Stage 2	549	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	203	533	970
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Mov Cap-2 Maneuver	341	-	-
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Stage 1	542	-	-
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Stage 2	546	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	21.68	0.97	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	970	-	358	-	-
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HCM Lane V/C Ratio	0.061	-	0.403	-	-
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HCM Ctrl Dly (s/v)	9	-	21.7	-	-
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HCM Lane LOS	A	-	C	-	-
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HCM 95th %tile Q(veh)	0.2	-	1.9	-	-
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HCM 7th TWSC

12: NE Everett St (SR 500) & NE 15th Ave

06/23/2025

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W			W		W	W		W	W	
Traffic Vol, veh/h	53	10	33	6	8	28	12	438	3	40	365	97
Future Vol, veh/h	53	10	33	6	8	28	12	438	3	40	365	97
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	56	11	35	6	9	30	13	466	3	43	388	103

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1023	1020	440	972	1070	470	491	0	0	469	0	0
Stage 1	525	525	-	493	493	-	-	-	-	-	-	-
Stage 2	498	495	-	479	577	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	229	621	234	223	598	1082	-	-	1103	-	-
Stage 1	540	516	-	561	550	-	-	-	-	-	-	-
Stage 2	558	533	-	572	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	218	621	200	212	597	1082	-	-	1103	-	-
Mov Cap-2 Maneuver	187	218	-	200	212	-	-	-	-	-	-	-
Stage 1	519	497	-	555	544	-	-	-	-	-	-	-
Stage 2	515	527	-	507	486	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	28.81		16.19		0.22		0.67	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1082	-	-	251 366	1103	-	-
HCM Lane V/C Ratio	0.012	-	-	0.407 0.122	0.039	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	28.8 16.2	8.4	-	-
HCM Lane LOS	A	-	-	D C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.9 0.4	0.1	-	-

HCM 7th TWSC

13: NE Everett St (SR 500) & NE 14th Ave

06/23/2025

Intersection												
Int Delay, s/veh	18.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	77	31	0	0	24	352	0	1	0	355	0	54
Future Vol, veh/h	77	31	0	0	24	352	0	1	0	355	0	54
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	2	0	0	0	1	0	0
Mvmt Flow	84	34	0	0	26	383	0	1	0	386	0	59

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	818	803	31	-	833	5	59	0	0	2	0	0
Stage 1	801	801	-	-	2	-	-	-	-	-	-	-
Stage 2	17	2	-	-	830	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	-	6.5	6.22	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	-	4	3.318	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	297	316	1048	0	307	1078	1558	-	-	1627	-	-
Stage 1	381	395	-	0	898	-	-	-	-	-	-	-
Stage 2	1007	892	-	0	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	237	1046	-	231	1074	1558	-	-	1625	-	-
Mov Cap-2 Maneuver	131	237	-	-	231	-	-	-	-	-	-	-
Stage 1	287	298	-	-	897	-	-	-	-	-	-	-
Stage 2	628	891	-	-	292	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	83.81		12.74		0		6.86	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	150 871	1302	-	-
HCM Lane V/C Ratio	-	-	-	0.781 0.469	0.237	-	-
HCM Ctrl Dly (s/v)	0	-	-	83.8 12.7	7.9	0	-
HCM Lane LOS	A	-	-	F B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	4.9 2.5	0.9	-	-

HCM 7th TWSC
14: NE 6th Ave & Division St

06/23/2025

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	↔
Traffic Vol, veh/h	228	700	578	28	8	149
Future Vol, veh/h	228	700	578	28	8	149
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-8	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	2	0	0	1
Mvmt Flow	240	737	608	29	8	157

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	641	0	0 1475 322
Stage 1	-	-	- 626 -
Stage 2	-	-	- 848 -
Critical Hdwy	4.12	-	- 5.2 6.12
Critical Hdwy Stg 1	-	-	- 4.2 -
Critical Hdwy Stg 2	-	-	- 4.2 -
Follow-up Hdwy	2.21	-	- 3.5 3.31
Pot Cap-1 Maneuver	946	-	- 230 727
Stage 1	-	-	- 661 -
Stage 2	-	-	- 561 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	944	-	- 156 725
Mov Cap-2 Maneuver	-	-	- 156 -
Stage 1	-	-	- 449 -
Stage 2	-	-	- 560 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.96	0	12.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	750	-	-	-	156	725
HCM Lane V/C Ratio	0.254	-	-	-	0.054	0.216
HCM Ctrl Dly (s/v)	10.1	2	-	-	29.5	11.3
HCM Lane LOS	B	A	-	-	D	B
HCM 95th %tile Q(veh)	1	-	-	-	0.2	0.8

HCM 7th TWSC

15: NW Lacamas Ln & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	657	4	82	472	11	67
Future Vol, veh/h	657	4	82	472	11	67
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	105	-	85	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	-6	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	699	4	87	502	12	71

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	703
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	904
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	904
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.39	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	496	-	-	904	-
HCM Lane V/C Ratio	0.051	0.144	-	-	0.097	-
HCM Ctrl Dly (s/v)	21.4	13.5	-	-	9.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.3	-

HCM 7th TWSC 16: NW Sierra St & NW Lake Rd

06/23/2025

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	564	146	98	374	73	104
Future Vol, veh/h	564	146	98	374	73	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	3	1
Mvmt Flow	594	154	103	394	77	109

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	747
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	866
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	866
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.02	27.79
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	163	458	-	-	866	-
HCM Lane V/C Ratio	0.473	0.239	-	-	0.119	-
HCM Ctrl Dly (s/v)	45.6	15.3	-	-	9.7	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	2.2	0.9	-	-	0.4	-

HCM 7th TWSC

17: NW Leadbetter Dr & NW Lake Rd

06/23/2025

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	575	7	83	359	6	4	5	121	10	7	13
Future Vol, veh/h	7	575	7	83	359	6	4	5	121	10	7	13
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	8
Mvmt Flow	8	625	8	90	390	7	4	5	132	11	8	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	397	0	0	636	0	0	1222	1224	632	1217	1225	394
Stage 1	-	-	-	-	-	-	647	647	-	574	574	-
Stage 2	-	-	-	-	-	-	575	577	-	643	651	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.372
Pot Cap-1 Maneuver	1173	-	-	957	-	-	158	181	484	159	180	642
Stage 1	-	-	-	-	-	-	463	470	-	508	507	-
Stage 2	-	-	-	-	-	-	507	505	-	465	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1173	-	-	955	-	-	132	162	483	101	162	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	162	-	101	162	-
Stage 1	-	-	-	-	-	-	459	465	-	460	459	-
Stage 2	-	-	-	-	-	-	441	457	-	332	463	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	1173	-	-	955	-	-	185
HCM Lane V/C Ratio	0.339	0.006	-	-	0.094	-	-	0.177
HCM Ctrl Dly (s/v)	18	8.1	-	-	9.2	-	-	28.6
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0.3	-	-	0.6

Timings

18: NW Parker St & NW Lake Rd

06/23/2025

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	19	445	147	45	316	200	120	43	90
Future Volume (vph)	19	445	147	45	316	200	120	43	90
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2		1	6	7	4	3	8
Permitted Phases	2		2	6		4		8	
Detector Phase	5	2	2	1	6	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	26.7	26.7	10.7	20.5	10.2	29.2	10.6	33.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	15.0	30.0	15.0	30.0
Total Split (%)	13.0%	39.1%	39.1%	21.7%	47.8%	13.0%	26.1%	13.0%	26.1%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.6	3.0	3.6	3.0	3.0
All-Red Time (s)	2.5	1.7	1.7	2.7	1.9	2.2	2.3	2.6	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.7	5.7	5.7	5.5	5.2	5.9	5.6	6.3
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	28.7	24.7	24.7	30.0	26.0	23.6	17.3	14.9	9.8
Actuated g/C Ratio	0.43	0.37	0.37	0.45	0.39	0.36	0.26	0.22	0.15
v/c Ratio	0.04	0.69	0.23	0.14	0.27	0.41	0.54	0.15	0.42
Control Delay (s/veh)	14.5	26.2	2.9	14.6	18.3	21.8	27.3	20.1	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	26.2	2.9	14.6	18.3	21.8	27.3	20.1	35.5
LOS	B	C	A	B	B	C	C	C	D
Approach Delay (s/veh)		20.2			17.9		24.8		31.1
Approach LOS		C			B		C		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 66.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 22.0

Intersection LOS: C

Intersection Capacity Utilization 64.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: NW Parker St & NW Lake Rd



HCM 7th Signalized Intersection Summary

18: NW Parker St & NW Lake Rd

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	445	147	45	316	25	200	120	117	43	90	17
Future Volume (veh/h)	19	445	147	45	316	25	200	120	117	43	90	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1885	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	21	489	113	49	347	18	220	132	108	47	99	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1	0	1	0	1	1	0	0	1	0
Cap, veh/h	583	586	491	270	531	27	381	175	143	201	172	24
Arrive On Green	0.24	0.31	0.31	0.08	0.15	0.15	0.11	0.18	0.18	0.05	0.11	0.11
Sat Flow, veh/h	1810	1900	1592	1810	3463	179	1795	958	783	1810	1613	228
Grp Volume(v), veh/h	21	489	113	49	179	186	220	0	240	47	0	113
Grp Sat Flow(s),veh/h/ln	1810	1900	1592	1810	1791	1852	1795	0	1741	1810	0	1842
Q Serve(g_s), s	0.0	14.4	3.2	0.0	5.7	5.7	0.7	0.0	7.9	0.0	0.0	3.5
Cycle Q Clear(g_c), s	0.0	14.4	3.2	0.0	5.7	5.7	0.7	0.0	7.9	0.0	0.0	3.5
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.45	1.00		0.12
Lane Grp Cap(c), veh/h	583	586	491	270	275	284	381	0	318	201	0	196
V/C Ratio(X)	0.04	0.83	0.23	0.18	0.65	0.66	0.58	0.00	0.75	0.23	0.00	0.58
Avail Cap(c_a), veh/h	583	1240	1039	700	1472	1522	468	0	697	402	0	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	19.4	15.5	25.3	24.0	24.0	23.3	0.0	23.3	27.4	0.0	25.6
Incr Delay (d2), s/veh	0.0	1.2	0.1	0.1	1.0	1.0	1.4	0.0	1.4	0.6	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.8	1.1	0.6	2.3	2.4	2.7	0.0	3.1	0.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	20.6	15.6	25.4	24.9	25.0	24.7	0.0	24.7	28.0	0.0	26.6
LnGrp LOS	B	C	B	C	C	C	C		C	C		C
Approach Vol, veh/h	623			414			460			160		
Approach Delay, s/veh	19.6			25.0			24.7			27.0		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	24.3	8.3	16.9	20.2	14.7	12.5	12.7				
Change Period (Y+Rc), s	5.7	5.7	* 5.6	5.9	5.7	* 5.5	5.6	* 6.3				
Max Green Setting (Gmax), s	19.3	39.3	* 9.4	24.1	9.5	* 50	9.8	* 24				
Max Q Clear Time (g_c+I1), s	2.0	16.4	2.0	9.9	2.0	7.7	2.7	5.5				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.7	0.0	1.3	0.3	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

Notes

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

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

HCM 7th TWSC

19: SE 283rd Ave & SE 23rd St

06/23/2025

Intersection

Int Delay, s/veh 3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	55	167	40	41	156
Future Vol, veh/h	51	55	167	40	41	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	6	4	14	5	4
Mvmt Flow	58	63	190	45	47	177

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	483	213	0
Stage 1	213	-	-
Stage 2	270	-	-
Critical Hdwy	6.44	6.26	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.354	-
Pot Cap-1 Maneuver	539	818	-
Stage 1	818	-	-
Stage 2	770	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	518	818	-
Mov Cap-2 Maneuver	518	-	-
Stage 1	818	-	-
Stage 2	740	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.93	0	1.63
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	639	375
HCM Lane V/C Ratio	-	-	0.188	0.035
HCM Ctrl Dly (s/v)	-	-	11.9	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Appendix H:Year 2030 Mitigated
Total Traffic Conditions Analysis
Worksheets

05/12/2025
2: NE 242nd Ave (SR 500) & NE 28th St

Total 2030 AM
Weekday AM Peak Hour

Intersection												
Intersection Delay, s/veh	12.9											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Future Vol, veh/h	31	171	0	0	252	120	0	0	0	106	0	87
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	13	9	0	0	6	6	0	0	0	4	0	5
Mvmt Flow	36	201	0	0	296	141	0	0	0	125	0	102
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB				WB			NB		SB		
Opposing Approach	WB				EB			SB		NB		
Opposing Lanes	1				1			1		1		
Conflicting Approach Left	SB				NB			EB		WB		
Conflicting Lanes Left	1				1			1		1		
Conflicting Approach Right	NB				SB			WB		EB		
Conflicting Lanes Right	1				1			1		1		
HCM Control Delay, s/veh	11.4				14.5			0		11.4		
HCM LOS	B				B			-		B		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	15%	0%	55%								
Vol Thru, %	100%	85%	68%	0%								
Vol Right, %	0%	0%	32%	45%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	0	202	372	193								
LT Vol	0	31	0	106								
Through Vol	0	171	252	0								
RT Vol	0	0	120	87								
Lane Flow Rate	0	238	438	227								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0	0.355	0.588	0.345								
Departure Headway (Hd)	6.055	5.383	4.836	5.474								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	0	668	753	658								
Service Time	4.102	3.411	2.836	3.505								
HCM Lane V/C Ratio	0	0.356	0.582	0.345								
HCM Control Delay, s/veh	9.1	11.4	14.5	11.4								
HCM Lane LOS	N	B	B	B								
HCM 95th-tile Q	0	1.6	3.9	1.5								

HCM 7th AWSC

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

06/24/2025

Intersection

Intersection Delay, s/veh 15

Intersection LOS B

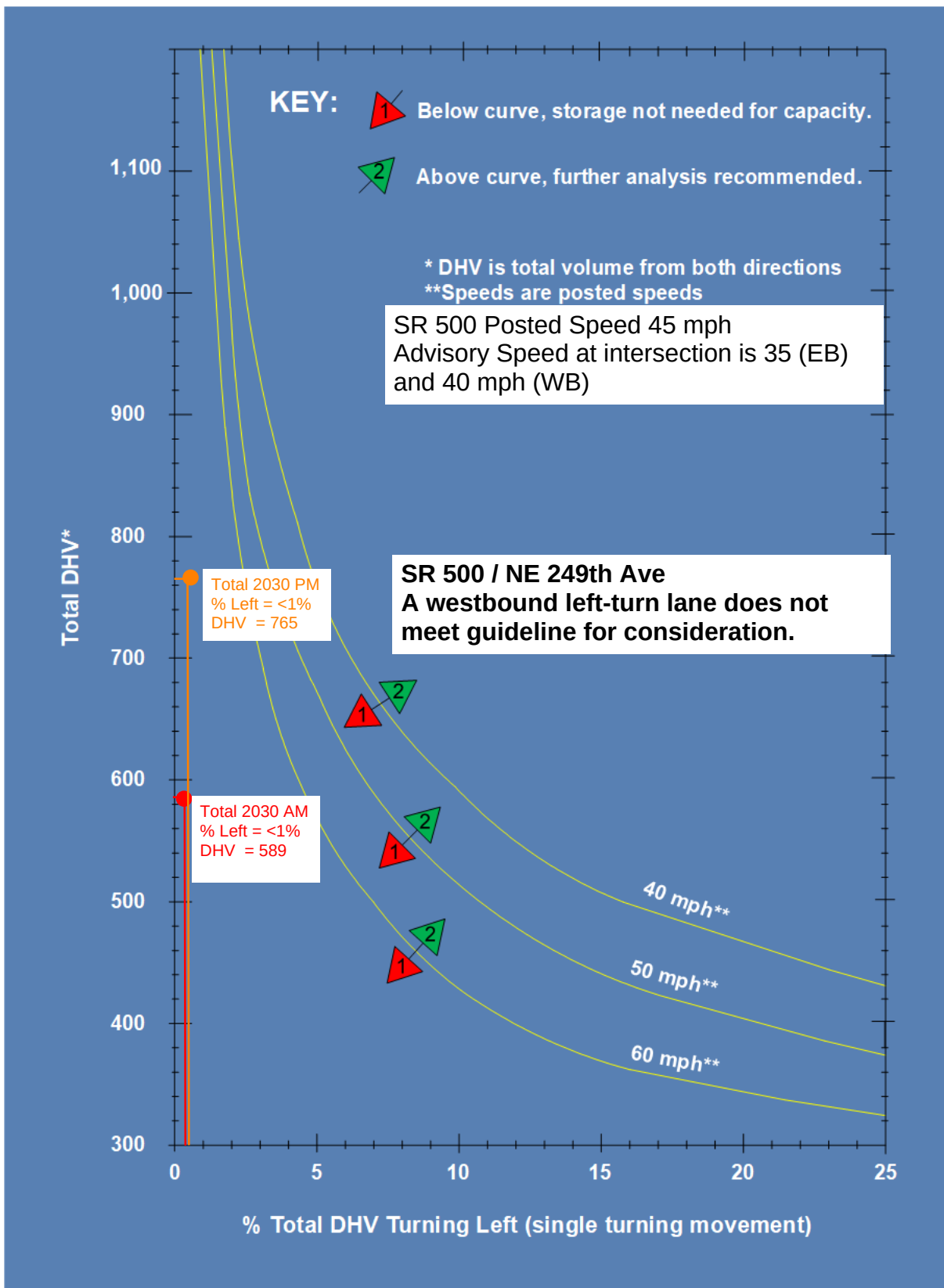
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Future Vol, veh/h	93	304	0	0	184	127	0	0	0	167	0	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	1	0	0	2	6	0	0	0	3	0	0
Mvmt Flow	103	338	0	0	204	141	0	0	0	186	0	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.5	13.1	0	13.1
HCM LOS	C	B	-	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	23%	0%	73%
Vol Thru, %	100%	77%	59%	0%
Vol Right, %	0%	0%	41%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	397	311	229
LT Vol	0	93	0	167
Through Vol	0	304	184	0
RT Vol	0	0	127	62
Lane Flow Rate	0	441	346	254
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.647	0.492	0.417
Departure Headway (Hd)	6.521	5.282	5.122	5.898
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	684	701	611
Service Time	4.594	3.319	3.162	3.942
HCM Lane V/C Ratio	0	0.645	0.494	0.416
HCM Control Delay, s/veh	9.6	17.5	13.1	13.1
HCM Lane LOS	N	C	B	B
HCM 95th-tile Q	0	4.7	2.7	2.1

Appendix I: Turn Lane Worksheets

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



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

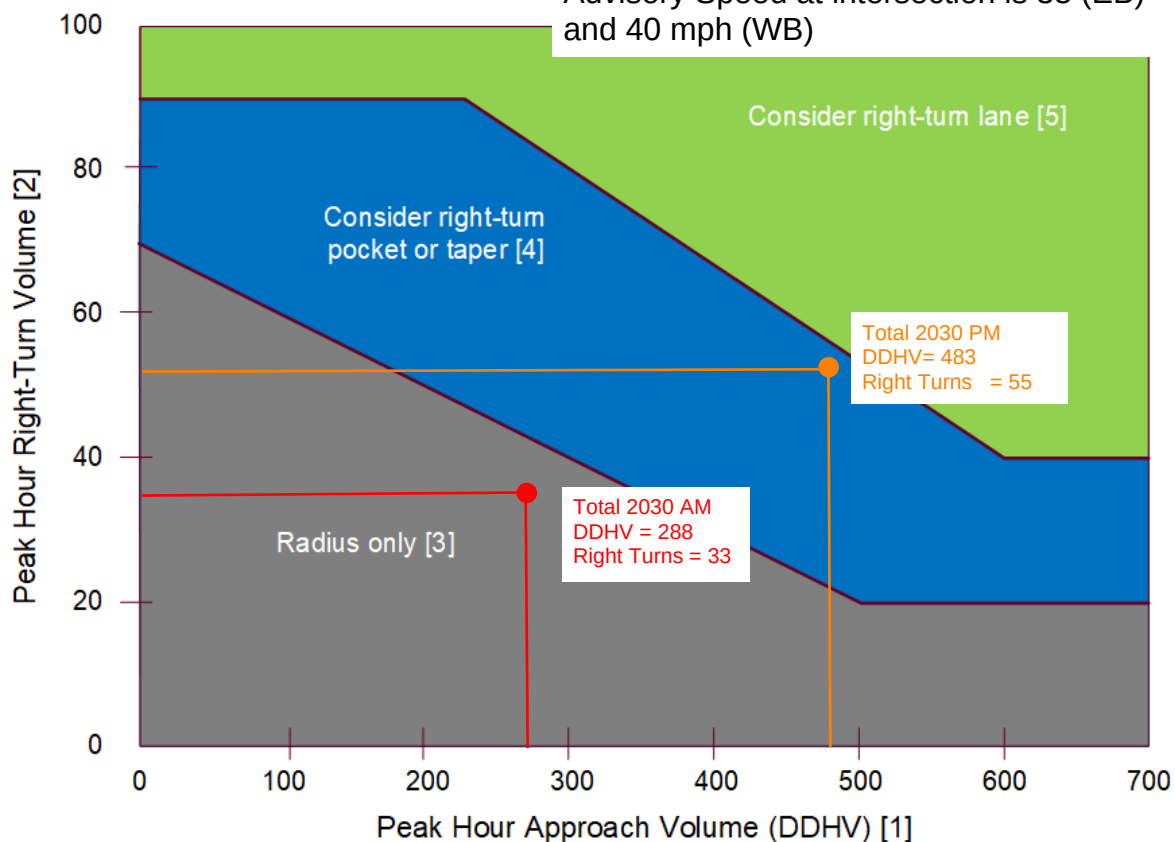
Where adequate right of way exists, providing right-turn lanes is relatively inexpensive and can provide increased operational efficiency.

The right-turn pocket or the right-turn taper (see [Exhibit 1310-25](#)) may be used at any minor intersection where a right-turn lane is not provided. These designs reduce interference and delay to the through movement by offering an earlier exit to right-turning vehicles.

If the right-turn pocket is used, [Exhibit 1310-25](#) shows taper lengths for various posted speeds.

Exhibit 1310-24 Right-Turn Lane Guidelines

SR 500 Posted Speed 45 mph
Advisory Speed at intersection is 35 (EB)
and 40 mph (WB)



Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see [Exhibit 1310-8](#).
- [4] For right-turn pocket or taper design, see [Exhibit 1310-25](#).
- [5] For right-turn lane design, see [Exhibit 1310-26](#).

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

