



MEMORANDUM

*P.O. Box 1849
Vancouver, WA 98668
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To: City of Stevenson Staff
From: Hann Lee, P.E.
Date: June 6, 2022
Subject: Request to Delete NW Del Ray Avenue Improvement from 6-Year (2023-2028) Transportation Improvement Plan (TIP)



Page 1 of 3

INTRODUCTION

The purpose of this memorandum is to request the deletion of the NW Del Ray Avenue improvement project from the City of Stevenson’s 6-Year (2023-2028) Transportation Improvement Program (TIP). The NW Del Ray Avenue project is categorized on Page 17 of the TIP Workshop document in the “Paving Gravel Roads” section where eight (8) unpaved streets are included for improvement. Further detail is given on Page 18. The section of NW Del Ray Avenue to be paved is only 0.02 miles which equates to less than 106 feet. From this information, it is inferred that is section is from the edge of Kanaka Creek Road westward adjacent a portion of the 90 NW Del Ray Avenue frontage. Page 3 identifies the cost estimate of the NW Del Ray Avenue paving project to be \$5,000 in design/engineering and \$95,000 for construction.

HISTORICAL BACKGROUND CONSTRAINTS

On April 19, 2001, Terry Smith entered in a Road Development Agreement and Lien with the City of Stevenson. In that agreement Terry Smith, referred to as the Developer, agreed to build a portion of NW Del Ray Avenue a distance of approximately 175 lineal feet. The roadway is to be built as a private access road,/private road having a paved road surface of 18 feet. The cost of construction is the sole responsibility of the Developer. Timing of construction was described which allowed deferral of the improvement until certain events occurred. Unfortunately, none of those conditions have occurred in over 21 years and the roadway has never been built.

The Road Development Agreement is more commonly known as a Developer Agreement. Developer Agreements are regulated by RCW 36.70B.170. Per the RCW, although over 21 years old, the agreement is still in effect. RCE 36.70B.180 stipulates that “a development agreement is enforceable during its term by a party to the agreement.” Both parties have the right to enforce the terms of the agreement. Since none of the conditions have been triggered requiring construction of NW Del Ray Avenue, the Developer is not required yet to build the roadway.

It is H. Lee & Associates, PLLC’s (HLA) contention that for the City of Stevenson to include the NW Del Ray Avenue improvement in its TIP, the Road Development Agreement (Developer’s Agreement) must be terminated first for a variety of reasons. While the Developer is vested to the

Request to Delete NW Del Ray Avenue Improvement from 6-Year (2023-2028) Transportation Improvement Plan (TIP)

old 18-foot private street standards, the City of Stevenson is not. Not only does the 18-foot width not meet current standards, but it is also highly unlikely the city could justify that building a private road meets the public benefit requirement. By nature of its label, the private road standard is meant for minimal use of a small number of private interests and not for general, public use that could have more impact. For the City of Stevenson to build a wider street at a different standard than stipulated in the Road Development Agreement/Developer Agreement, the agreement would need to be amended or terminated. Since the city is only proposing to build a small portion of the roadway, the Developer would be impacted by needing to match to a wider roadway width, which materially changes the nature of the agreement. Also, the Road Development Agreement/Developer Agreement stipulates that the Developer is to pay for the entire cost of the roadway construction. For this term to change, again the Developer would have to agree to the termination or amendment of the Road Development Agreement/Developer Agreement. In all likelihood, termination of this agreement would be the only option the Developer would find satisfactory.

The intent of a Developer Agreement according to the RCW is to create certainty in the approval process and the eventual construction of developments. Since it has been over 21 years since the implementation of the Road Development Agreement/Developer Agreement, it would be a reasonable assumption that it has not aided in the development of the related properties. Furthermore, it is now an impediment to the TIP process because the terms are binding to both parties and the terms are no longer meet the city's current standards. It is HLA's recommendation to the City Council that the NW Del Ray Avenue TIP project be removed for this cycle (2023-2028,) and the outstanding issues identified be referred to City Staff and City Attorney to develop a work plan to resolve these issues.

LACK OF PUBLIC BENEFIT

NW Del Ray Avenue exists mostly as a public right-of-way. The east end of the alignment is a short gravel driveway that serves 90 NW Del Ray Avenue. Likewise, the west end of the right-of-way is also comprised of a gravel driveway serving 189 NW Del Ray Avenue. There is no formal public roadway configuration along the NW Del Ray Avenue right-of-way. None of the right-of-way alignment can be considered any kind of roadway. So, for the City of Stevenson to describe this TIP improvement as the paving of an existing public gravel street is not accurate. Paving a public gravel street would mean that the vertical and horizontal profiles have been established through grading and that paving can take place. None of the NW Del Ray Avenue right-of-way alignment is in this condition and so it cannot be accurately described merely as a paving improvement.

The proposed NW Del Ray Avenue TIP project would only serve one existing house at 90 NW Del Ray Avenue. This does not justify spending \$100,000 of public monies on a public roadway. Furthermore, any additional access from vacant lands is the sole responsibility of private land owners/developers and not the City of Stevenson. Prior to adding this improvement to the TIP, the City Staff and City Attorney should investigate the legality funding such a project without any obvious public benefit.

Request to Delete NW Del Ray Avenue Improvement from 6-Year (2023-2028) Transportation Improvement Plan (TIP)

PRIOR HLA WORK

HLA produced a memo on June 16, 2021 which addressed whether the construction of NW Del Ray Avenue was needed or not. While the framework of that work was a little different since the NW Del Ray Avenue TIP project was different, generally the same conclusions can be made. This memorandum is attached for reference as Attachment A. The conclusions of that memorandum are provided below.

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

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

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

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

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

CONCLUSION

It is HLA's professional opinion that the City of Stevenson should at minimum delete the NW Del Ray Avenue TIP project this cycle (2023-2028) because the public benefit of the proposal is in question. To resolve this issue requires City Staff and the City Attorney to diligently investigate the facts and issue brought forward. Since this exercise is likely beyond the deadline to adopt the TIP by July 1, 2022, the most practical course of action is to eliminate this project from the TIP this year. Other related concerns are the restrictions created by the binding Road Development Agreement and Lien with Terry Smith and whether the NW Del Ray Avenue right-of-way should be vacated. All these other issues can all be combined at a later date to be resolved with the public.

ATTACHMENT A



MEMORANDUM

To: City of Stevenson Staff

From: Hann Lee, P.E.

Date: June 16, 2021

Subject: Analysis of the Need for Del Ray Avenue



6/16/21

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INTRODUCTION

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

EXISTING CONDITIONS

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

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

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

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

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

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

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

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

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

Figure 1 shows the study area and these analysis intersections.

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

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

EXISTING TRAFFIC VOLUMES

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

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

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

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

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

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

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

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

EXISTING LEVELS OF SERVICE

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

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

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

ACCIDENT HISTORY

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

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

Analysis of the Need for Del Ray Avenue

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

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

Table 1. Existing Levels of Service

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

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

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

¹ PDO = property damage only

² acc/mev = accidents per million entering vehicles

STEVENSON ELEMENTARY SCHOOL TRAFFIC

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

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

PLANNED TRANSPORTATION IMPROVEMENTS

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

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

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

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

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

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

KANAKA CREEK ROAD SIGHT DISTANCE

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

STAKEHOLDERS

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

DEL RAY AVENUE ISSUES

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

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

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

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

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

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

FUTURE DEVELOPMENT/CIRCULATION PLAN

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

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

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

CONCLUSION

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

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

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

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

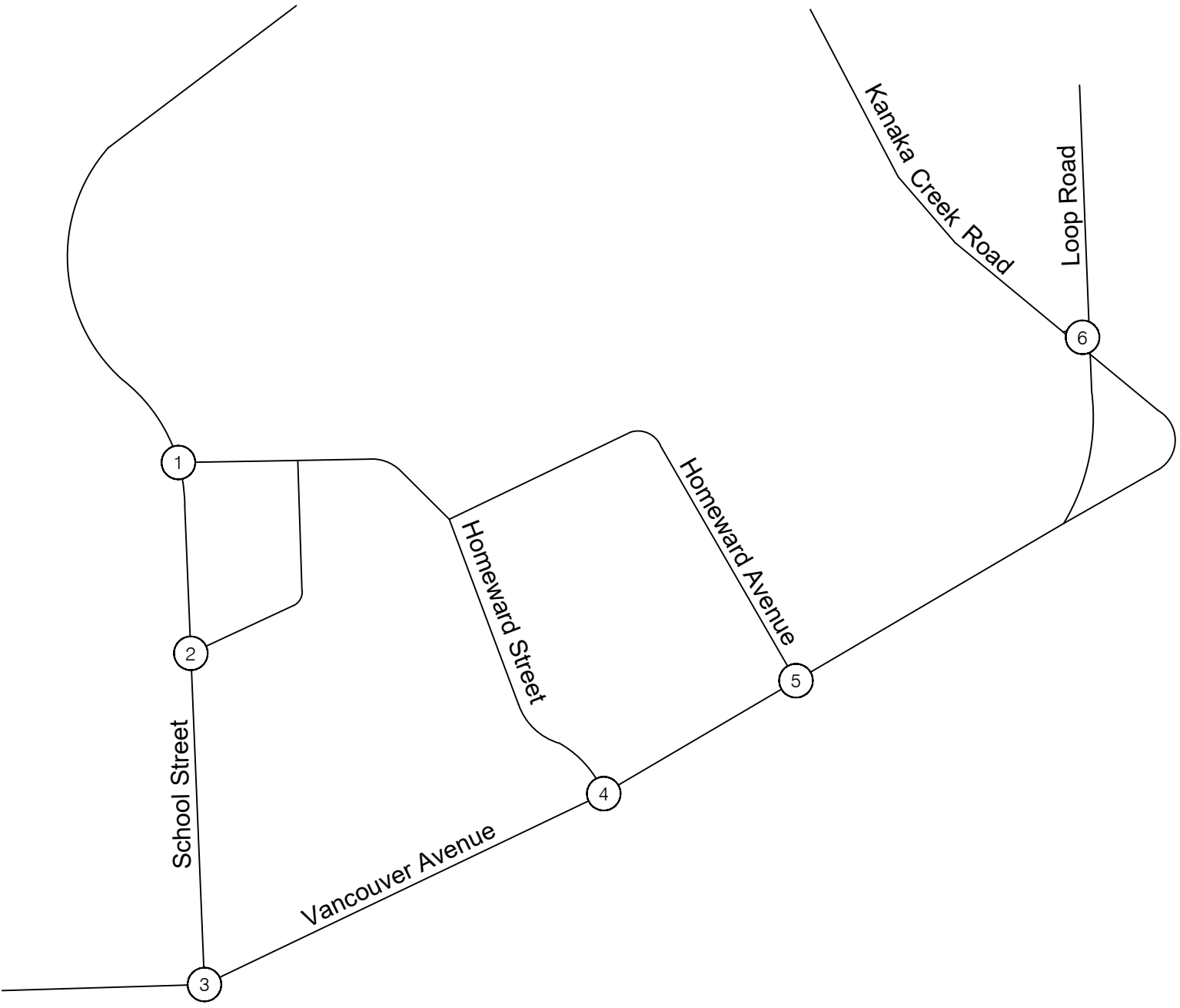
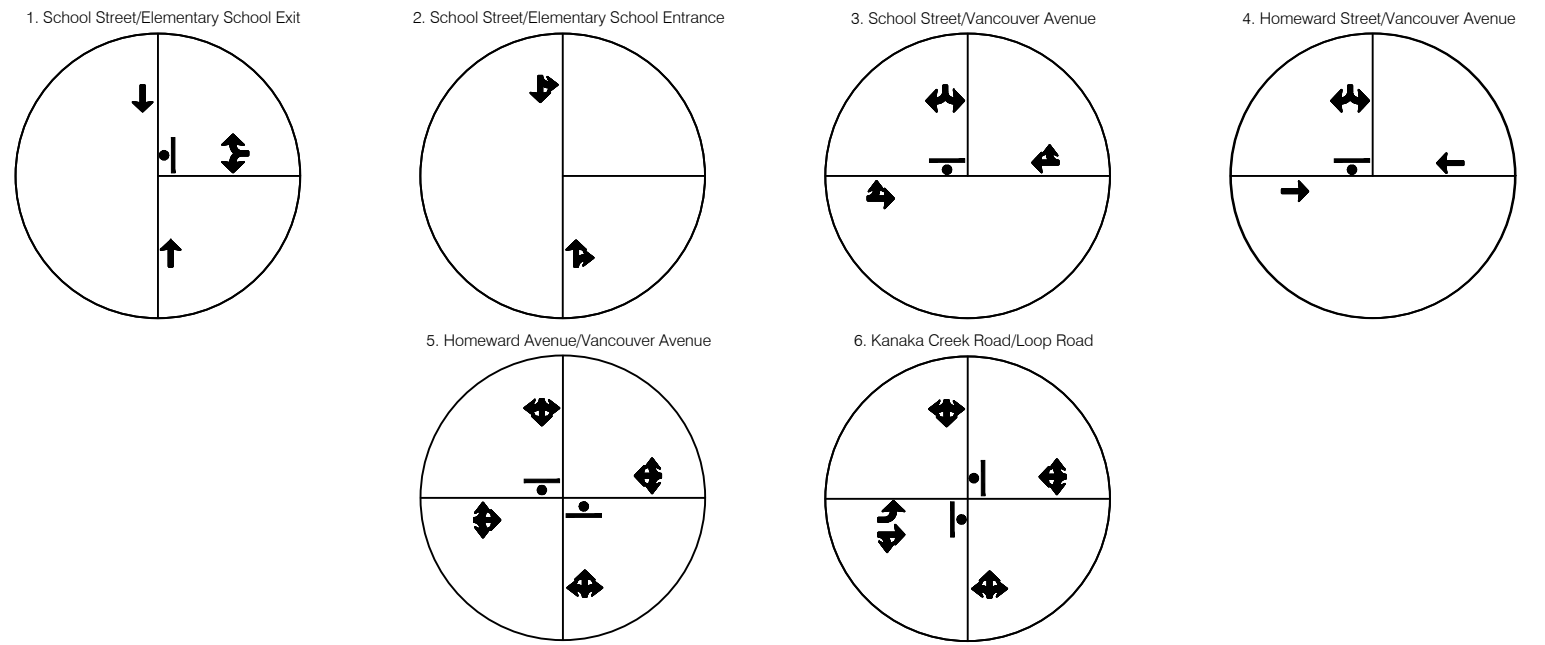
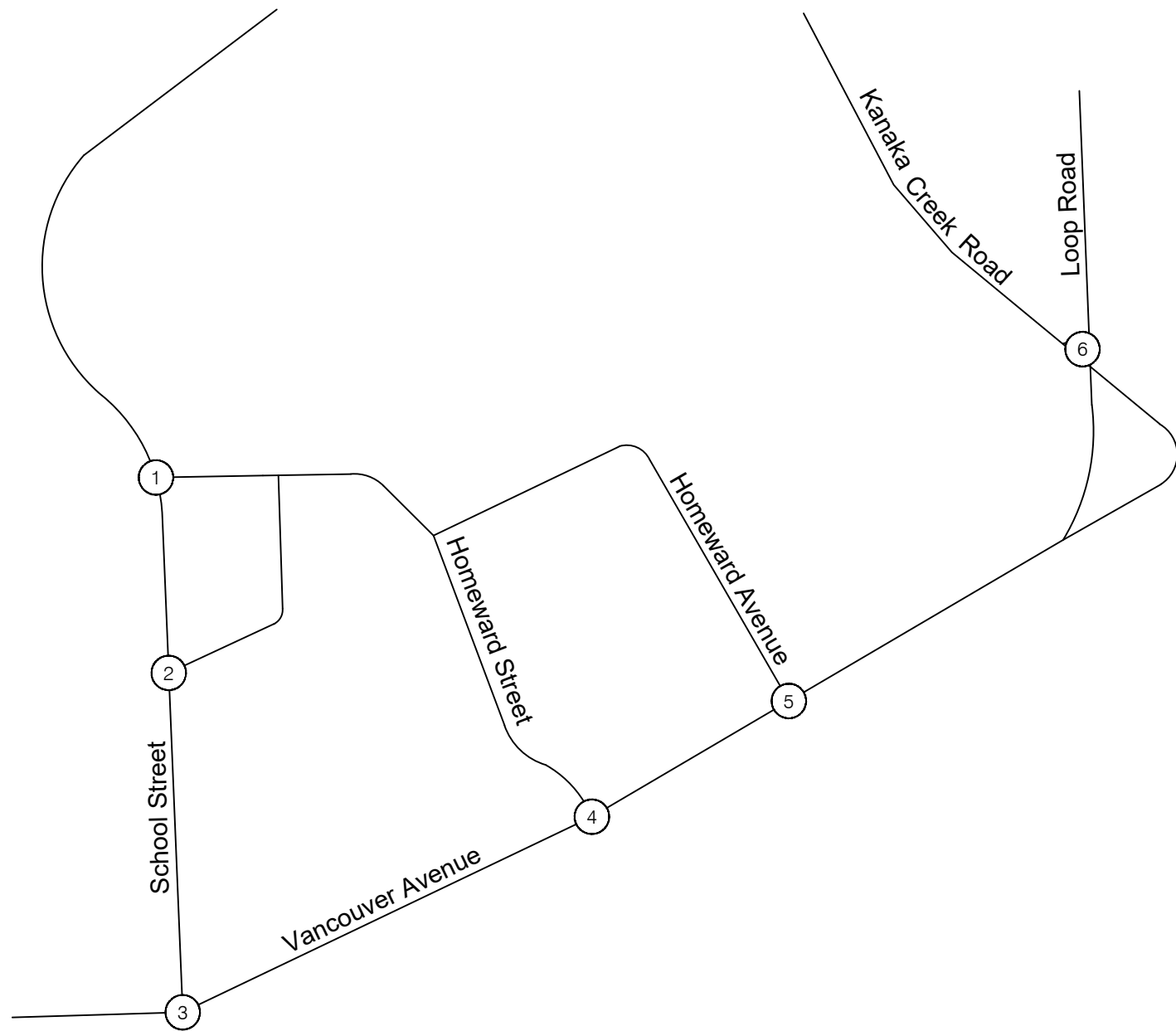


FIGURE 1
Site Vicinity Map



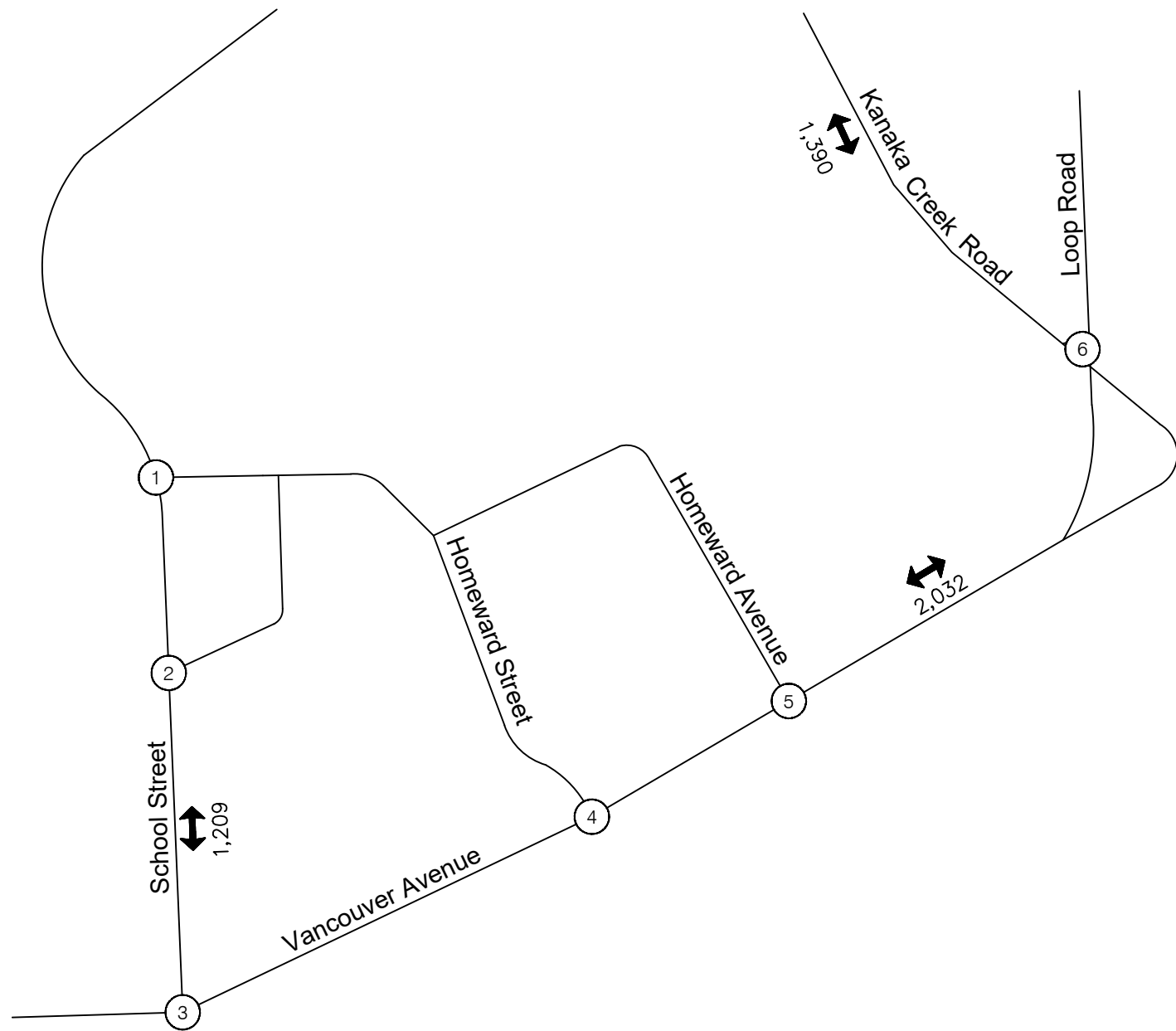


NOT TO SCALE

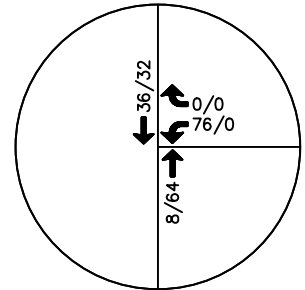
LEGEND

- Lane Usage
- Traffic Signal
- Stop Sign

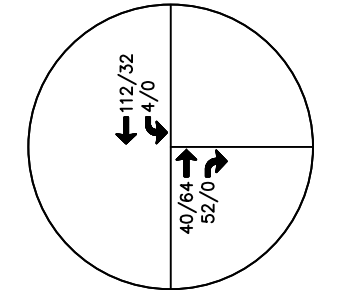
FIGURE 2
Existing Lane Configuration and Traffic Control



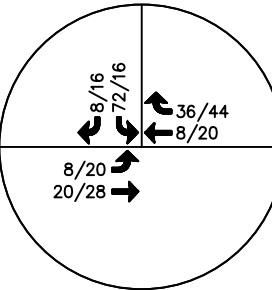
1. School Street/Elementary School Exit



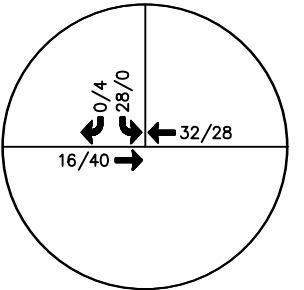
2. School Street/Elementary School Entrance



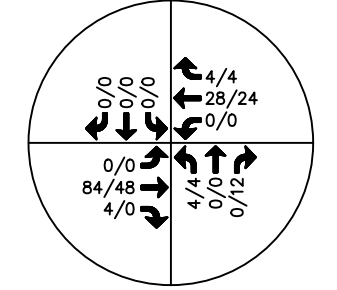
3. School Street/Vancouver Avenue



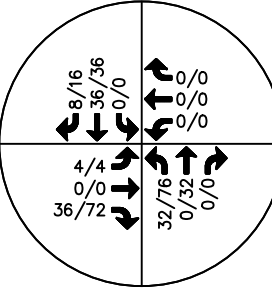
4. Homeward Street/Vancouver Avenue



5. Homeward Avenue/Vancouver Avenue

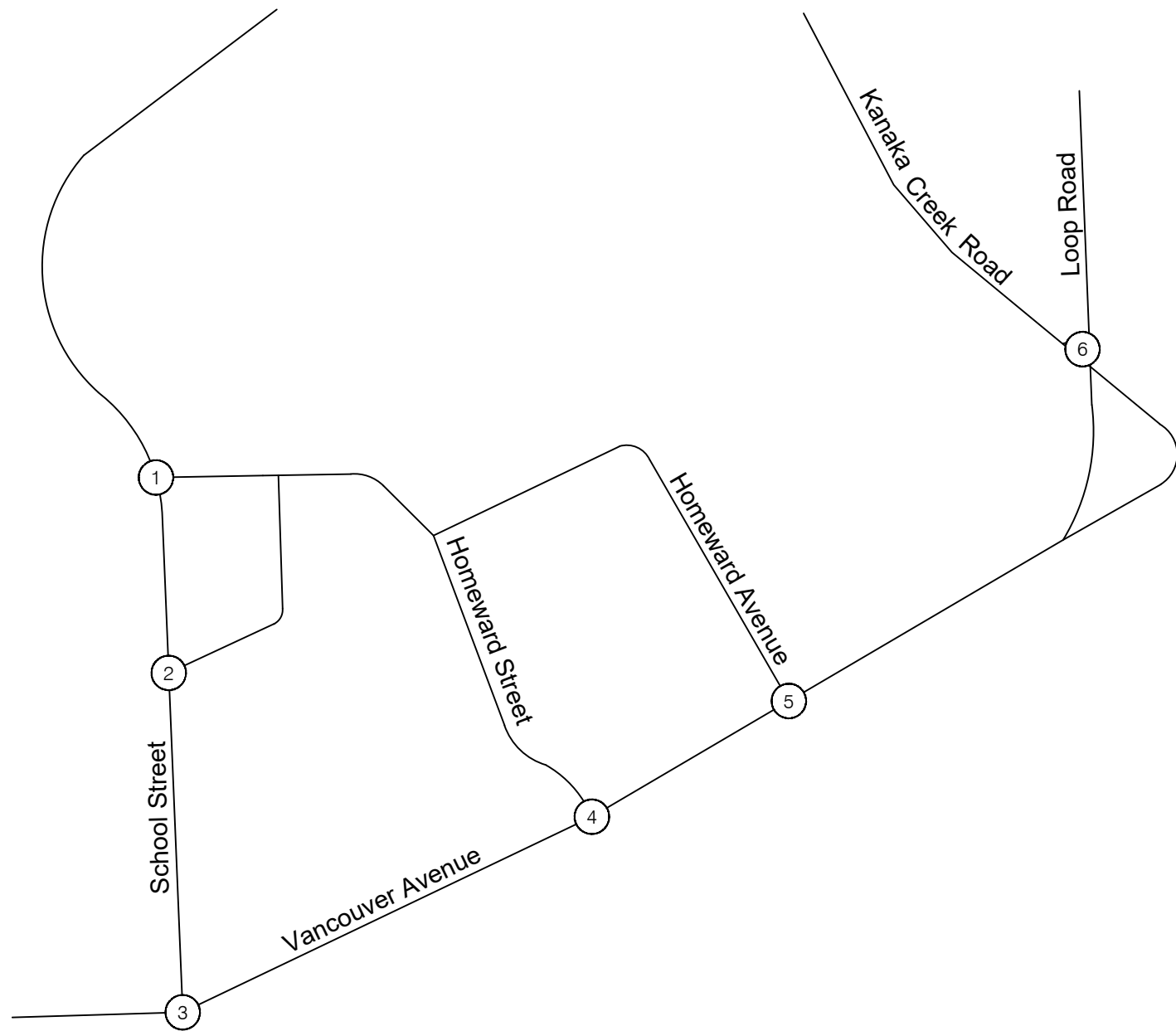


6. Kanaka Creek Road/Loop Road

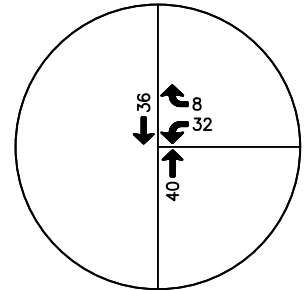


LEGEND
 128/200 A.M./P.M. Peak Hour Traffic Volume
 1,000 Daily Traffic Volumes
 NOT TO SCALE

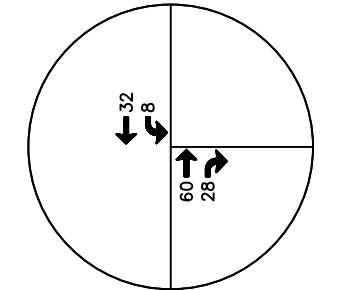
FIGURE 3
Existing A.M. and P.M.
Peak Hour Traffic Volumes



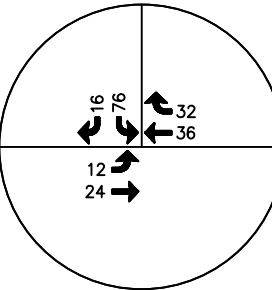
1. School Street/Elementary School Exit



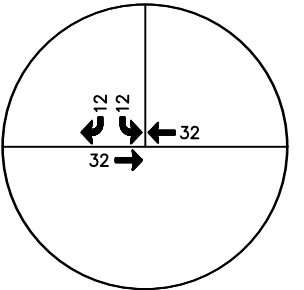
2. School Street/Elementary School Entrance



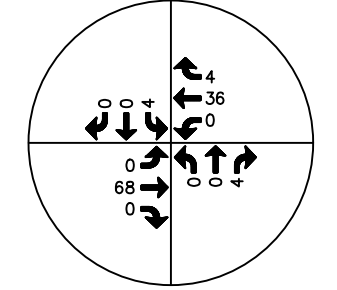
3. School Street/Vancouver Avenue



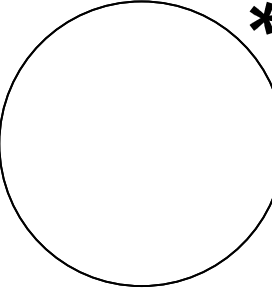
4. Homeward Street/Vancouver Avenue



5. Homeward Avenue/Vancouver Avenue



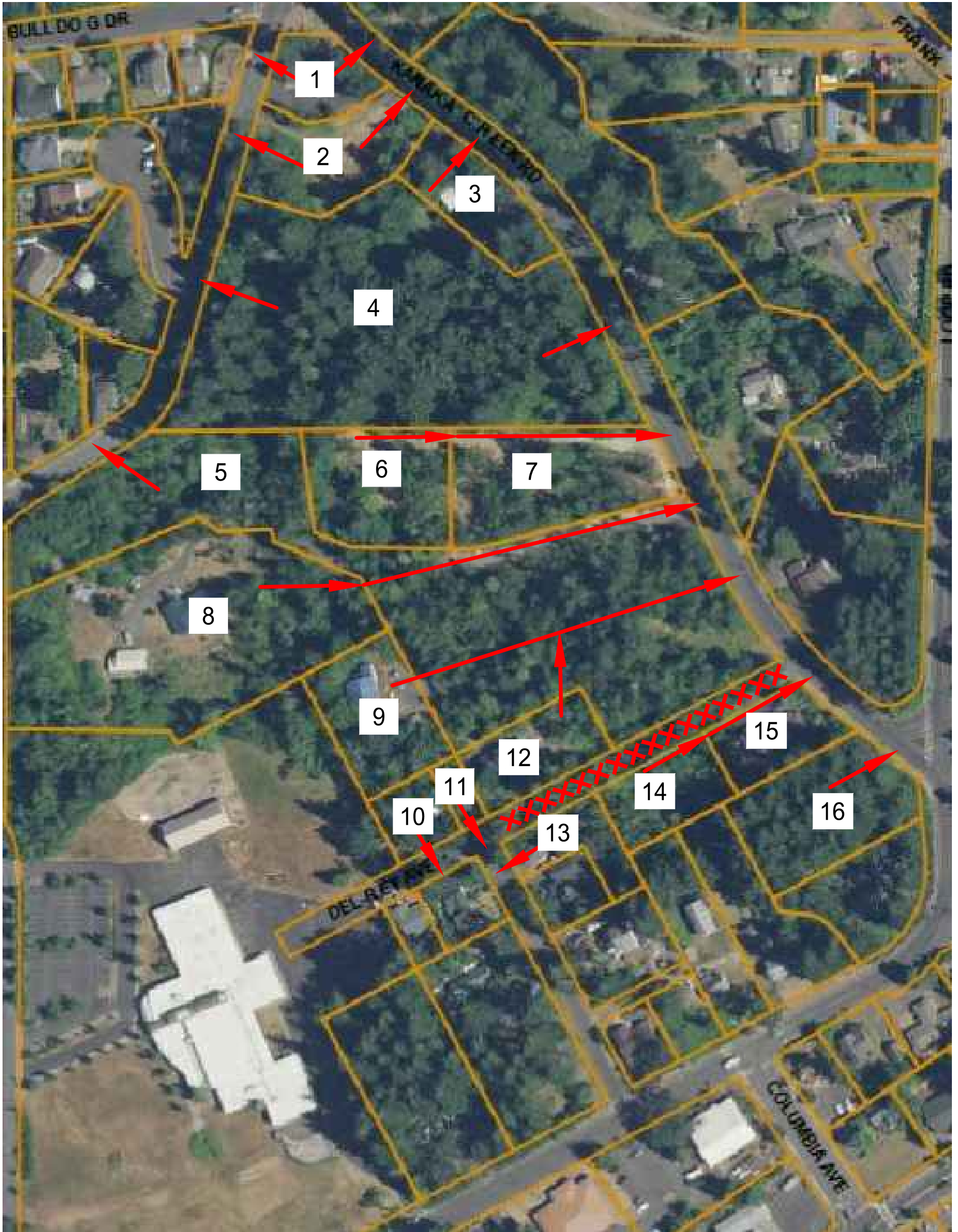
6. Kanaka Creek Road/Loop Road *





LEGEND

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

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



LEGEND

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

NOT TO SCALE

FIGURE 5
Proposed Circulation Plan

ATTACHMENT A

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

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

Date: 05/11/21

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Southbound

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

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Kanaka Creek Road
north of #327 driveway

Southbound

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

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Kanaka Creek Road
north of #327 driveway

Southbound

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

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Kanaka Creek Road
north of #327 driveway

Northbound

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

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Kanaka Creek Road
north of #327 driveway

Northbound

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

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Kanaka Creek Road
north of #327 driveway

Northbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Kanaka Creek Road
north of #327 driveway

Northbound

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

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P.O. Box 1849
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Kanaka Creek Road
north of #327 driveway

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

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Kanaka Creek Road
north of #327 driveway

Northbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
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School Street
south of Jefferson Avenue

Northbound

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

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P.O. Box 1849
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School Street
south of Jefferson Avenue

Northbound

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

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School Street
south of Jefferson Avenue

Northbound

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

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Northbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Northbound

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

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Northbound

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

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Southbound

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

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Southbound

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

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Southbound

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

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

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

School Street
south of Jefferson Avenue

Southbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

Westbound

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
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Vancouver Avenue
west of Loop Road

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
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Vancouver Avenue
west of Loop Road

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

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Vancouver Avenue
west of Loop Road

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

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Vancouver Avenue
west of Loop Road

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

H. LEE & ASSOCIATES, PLLC

P.O. Box 1849
Vancouver, WA 98668

Vancouver Avenue
west of Loop Road

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

H. LEE & ASSOCIATES, PLLC

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Vancouver Avenue
west of Loop Road

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

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Vancouver Avenue
west of Loop Road










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

ATTACHMENT B

Lanes, Volumes, Timings

1: School Street & Elementary School Exit

05/24/2021

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

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

05/24/2021

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑		↑			↑
Traffic Vol, veh/h	76	0	8	0	0	36
Future Vol, veh/h	76	0	8	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	0	8	0	0	36

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

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

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

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

05/24/2021



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

Intersection Summary

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

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

05/24/2021

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	40	52	4	112
Future Vol, veh/h	0	0	40	52	4	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	0	0
Mvmt Flow	0	0	40	52	4	112

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	186	66	0	0	92
Stage 1	66	-	-	-	-
Stage 2	120	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	808	1003	-	-	1515
Stage 1	962	-	-	-	-
Stage 2	910	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	806	1003	-	-	1515
Mov Cap-2 Maneuver	806	-	-	-	-
Stage 1	962	-	-	-	-
Stage 2	907	-	-	-	-

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

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

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

05/24/2021



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

Intersection Summary

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

HCM 6th TWSC
3: Vancouver Avenue & School Street

05/24/2021

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	8	20	8	36	72	8
Future Vol, veh/h	8	20	8	36	72	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	20	8	36	72	8

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

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

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

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

05/24/2021



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

Intersection Summary

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

HCM 6th TWSC
4: Vancouver Avenue & Howard Street

05/24/2021

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	16	32	0	28	0
Future Vol, veh/h	0	16	32	0	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	29	29	0	0	67	67
Mvmt Flow	0	16	32	0	28	0

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

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

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

Lanes, Volumes, Timings

5: Driveway/Howard Avenue & Vancouver Avenue

05/24/2021



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

Intersection Summary

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

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	84	4	0	28	4	4	0	0	0	0	0
Future Vol, veh/h	0	84	4	0	28	4	4	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	84	4	0	28	4	4	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	32	0	0	88	0	0	116	118	86	116	118	30
Stage 1	-	-	-	-	-	-	86	86	-	30	30	-
Stage 2	-	-	-	-	-	-	30	32	-	86	88	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1593	-	-	1520	-	-	865	776	978	865	776	1050
Stage 1	-	-	-	-	-	-	927	827	-	992	874	-
Stage 2	-	-	-	-	-	-	992	872	-	927	826	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1593	-	-	1520	-	-	865	776	978	865	776	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	865	776	-	865	776	-
Stage 1	-	-	-	-	-	-	927	827	-	992	874	-
Stage 2	-	-	-	-	-	-	992	872	-	927	826	-


















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

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

Lanes, Volumes, Timings

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

05/24/2021

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

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

05/24/2021

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	36	0	0	0	32	0	0	0	36	8
Future Vol, veh/h	4	0	36	0	0	0	32	0	0	0	36	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	17	17	17	0	0	0	14	14	14	0	0	0
Mvmt Flow	4	0	36	0	0	0	32	0	0	0	36	8

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










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

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

Lanes, Volumes, Timings

1: School Street & Elementary School Exit

05/24/2021

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

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

05/24/2021

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	64	0	0	32
Future Vol, veh/h	0	0	64	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	64	0	0	32

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

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

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

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

05/24/2021



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

Intersection Summary

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

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

05/24/2021

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	64	0	0	32
Future Vol, veh/h	0	0	64	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	64	0	0	32

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	96	64	0	0	64
Stage 1	64	-	-	-	-
Stage 2	32	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	908	1006	-	-	1551
Stage 1	964	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	908	1006	-	-	1551
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	964	-	-	-	-
Stage 2	996	-	-	-	-

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

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

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

05/24/2021



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

Intersection Summary

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

HCM 6th TWSC
 3: Vancouver Avenue & School Street

05/24/2021

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	20	28	20	44	16	16
Future Vol, veh/h	20	28	20	44	16	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	20	28	20	44	16	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	64	0	-	0	110
Stage 1	-	-	-	-	42
Stage 2	-	-	-	-	68
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1551	-	-	-	892
Stage 1	-	-	-	-	986
Stage 2	-	-	-	-	960
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1551	-	-	-	880
Mov Cap-2 Maneuver	-	-	-	-	880
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	960

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1551	-	-	-	951
HCM Lane V/C Ratio	0.013	-	-	-	0.034
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

05/24/2021



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

Intersection Summary

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

HCM 6th TWSC
4: Vancouver Avenue & Howard Street

05/24/2021

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	40	28	0	0	4
Future Vol, veh/h	0	40	28	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	14	14	0	0
Mvmt Flow	0	40	28	0	0	4

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

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

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

Lanes, Volumes, Timings

5: Driveway/Howard Avenue & Vancouver Avenue

05/24/2021



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

Intersection Summary

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

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	48	0	0	24	4	4	0	12	0	0	0
Future Vol, veh/h	0	48	0	0	24	4	4	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	48	0	0	24	4	4	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	48	0	0	74	76	48	80	74	26
Stage 1	-	-	-	-	-	-	48	48	-	26	26	-
Stage 2	-	-	-	-	-	-	26	28	-	54	48	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1599	-	-	1572	-	-	921	818	1027	913	820	1056
Stage 1	-	-	-	-	-	-	971	859	-	997	878	-
Stage 2	-	-	-	-	-	-	997	876	-	963	859	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1599	-	-	1572	-	-	921	818	1027	902	820	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	921	818	-	902	820	-
Stage 1	-	-	-	-	-	-	971	859	-	997	878	-
Stage 2	-	-	-	-	-	-	997	876	-	952	859	-

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

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

Lanes, Volumes, Timings

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

05/24/2021



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

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.7%
ICU Level of Service	A
Analysis Period (min)	15

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

05/24/2021

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	72	0	0	0	76	32	0	0	36	16
Future Vol, veh/h	4	0	72	0	0	0	76	32	0	0	36	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	72	0	0	0	76	32	0	0	36	16










Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	228	228	44	264	236	32	52	0	0	32	0	0
Stage 1	44	44	-	184	184	-	-	-	-	-	-	-
Stage 2	184	184	-	80	52	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	731	675	1032	693	668	1048	1567	-	-	1593	-	-
Stage 1	975	862	-	822	751	-	-	-	-	-	-	-
Stage 2	822	751	-	934	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	704	642	1032	620	635	1048	1567	-	-	1593	-	-
Mov Cap-2 Maneuver	704	642	-	620	635	-	-	-	-	-	-	-
Stage 1	927	862	-	782	714	-	-	-	-	-	-	-
Stage 2	782	714	-	869	856	-	-	-	-	-	-	-

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

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

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

05/24/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	32	8	40	0	0	36
Future Volume (vph)	32	8	40	0	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973					
Flt Protected	0.962					
Satd. Flow (prot)	1778	0	1727	0	0	1900
Flt Permitted	0.962					
Satd. Flow (perm)	1778	0	1727	0	0	1900
Link Speed (mph)	25		25		25	
Link Distance (ft)	720		310		409	
Travel Time (s)	19.6		8.5		11.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	10%	10%	0%	0%
Adj. Flow (vph)	32	8	40	0	0	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	40	0	0	36
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

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

05/24/2021

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	32	8	40	0	0	36
Future Vol, veh/h	32	8	40	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	10	10	0	0
Mvmt Flow	32	8	40	0	0	36

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

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

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

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

05/24/2021



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

Intersection Summary

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

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

05/24/2021

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	60	28	8	32
Future Vol, veh/h	0	0	60	28	8	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	60	28	8	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	122	74	0	0	88	0
Stage 1	74	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	878	993	-	-	1520	-
Stage 1	954	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	874	993	-	-	1520	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	975	-	-	-	-	-

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

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

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

05/24/2021



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

Intersection Summary

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

HCM 6th TWSC
 3: Vancouver Avenue & School Street

05/24/2021

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	12	24	36	32	76	16
Future Vol, veh/h	12	24	36	32	76	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	4	4
Mvmt Flow	12	24	36	32	76	16

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

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

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

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

05/24/2021



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

Intersection Summary

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

HCM 6th TWSC
4: Vancouver Avenue & Howard Street

05/24/2021

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	32	32	0	12	12
Future Vol, veh/h	0	32	32	0	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	17	17
Mvmt Flow	0	32	32	0	12	12

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

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

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

Lanes, Volumes, Timings

5: Driveway/Howard Avenue & Vancouver Avenue

05/24/2021



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

Intersection Summary

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

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	68	0	0	36	4	0	0	4	4	0	0
Future Vol, veh/h	0	68	0	0	36	4	0	0	4	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	60	60	60	0	0	0	0	0	0
Mvmt Flow	0	68	0	0	36	4	0	0	4	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	68	0	0	106	108	68	108	106	38
Stage 1	-	-	-	-	-	-	68	68	-	38	38	-
Stage 2	-	-	-	-	-	-	38	40	-	70	68	-
Critical Hdwy	4.1	-	-	4.7	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.74	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1583	-	-	1234	-	-	878	786	1001	876	788	1040
Stage 1	-	-	-	-	-	-	947	842	-	982	867	-
Stage 2	-	-	-	-	-	-	982	866	-	945	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1234	-	-	878	786	1001	872	788	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	786	-	872	788	-
Stage 1	-	-	-	-	-	-	947	842	-	982	867	-
Stage 2	-	-	-	-	-	-	982	866	-	941	842	-

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

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

ATTACHMENT C

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

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

01/01/2016 - Avail 2021

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MILEPOST	COMP DIR FROM REF POINT	REFERENCE POINT NAME	A / B	SR ONLY HISTORY/SUSPENSE	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJURED	# FATAL	# DISABLED	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
City Street	Skamania	Stevenson	VANCOUVER AVE	300		108		F W	SCHOOL ST		No	E984612	11/09/2019	20:00	Possible Injury	1	0	2	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Driveway	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Backing	West	East	Vehicle Backing	Vehicle Backing	Unknown Distraction	None	Lane of Primary Trafficway	1286253.44	134730.9
City Street	Skamania	Stevenson	VANCOUVER AVE	300		50		F W	SCHOOL ST		No	EA05325	01/17/2020	09:02	No Apparent Injury	0	0	2	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Not at Intersection and Not Related	Overcast	Snow/Slush	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Northeast	Southwest			Exceeding Reas. Safe Speed	None	Outside Shoulder of Primary Trafficway	1286311.75	134731.85

ATTACHMENT D

Hann Lee

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

Mr. Lee,

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

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

Terry and Kay Smith
Goldendale, WA.,

Hann Lee

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

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

Mike McHugh and Linda Hunter

Sent from my iPad

Hann Lee

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

Mr. Lee:

We own 90 Del Ray, Stevenson, WA.

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

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

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

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

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

Sincerely,

Curt & Sherry Esch

Hann Lee

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

Mr. Lee,

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

Pat Rice