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# Stevenson Citywide Traffic Assessment

Stevenson, WA

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Prepared for:  
City of Stevenson

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## Introduction

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

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

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

## Goals and Objectives

The objectives of the Stevenson Citywide Traffic Assessment were to:

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

## Study Components

### System Inventory and Data Collection

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

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



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

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

### **Analysis**

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

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

### **Transportation Infrastructure Evaluation**

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

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

### **Recommendations**

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

## System Inventory

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

### Background

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

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

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

### Vicinity Streets

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

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

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

Table 1: Vicinity Roadway Descriptions

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



Table 1: Vicinity Roadway Descriptions

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

Notes:

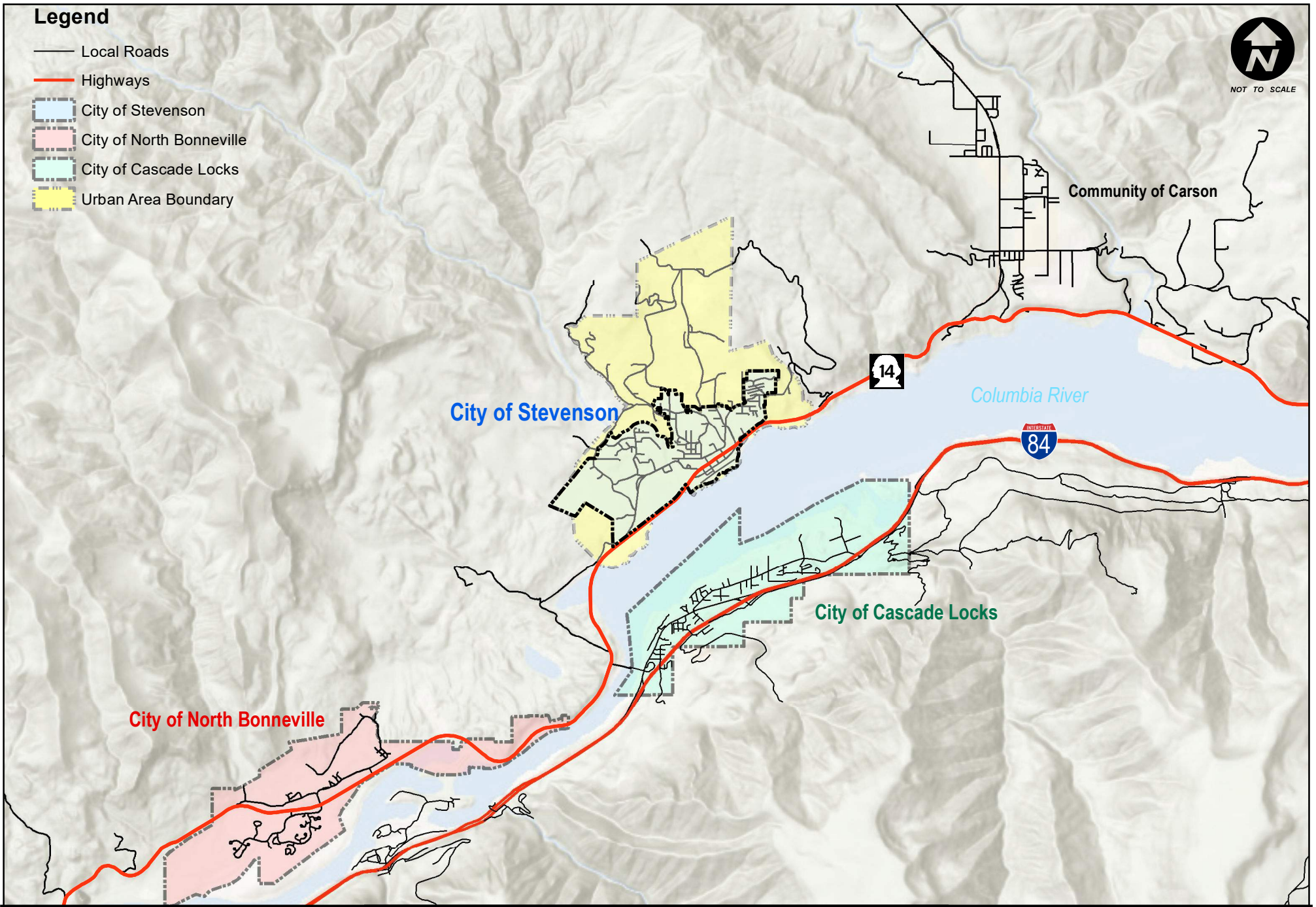
1. Functional Classification based on Stevenson Comprehensive Plan 2022
2. These roads are under City of Stevenson jurisdiction inside the city limits.

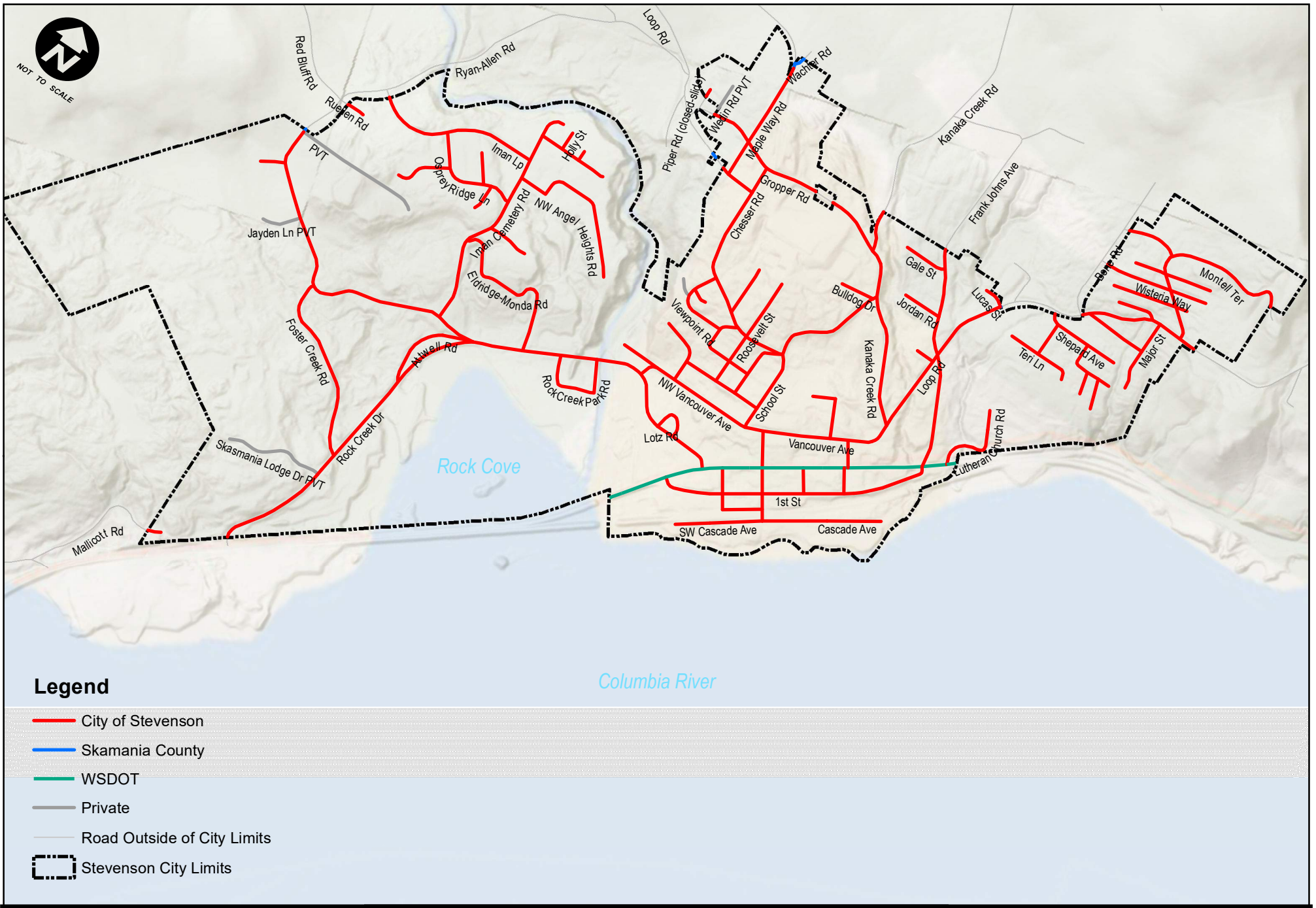


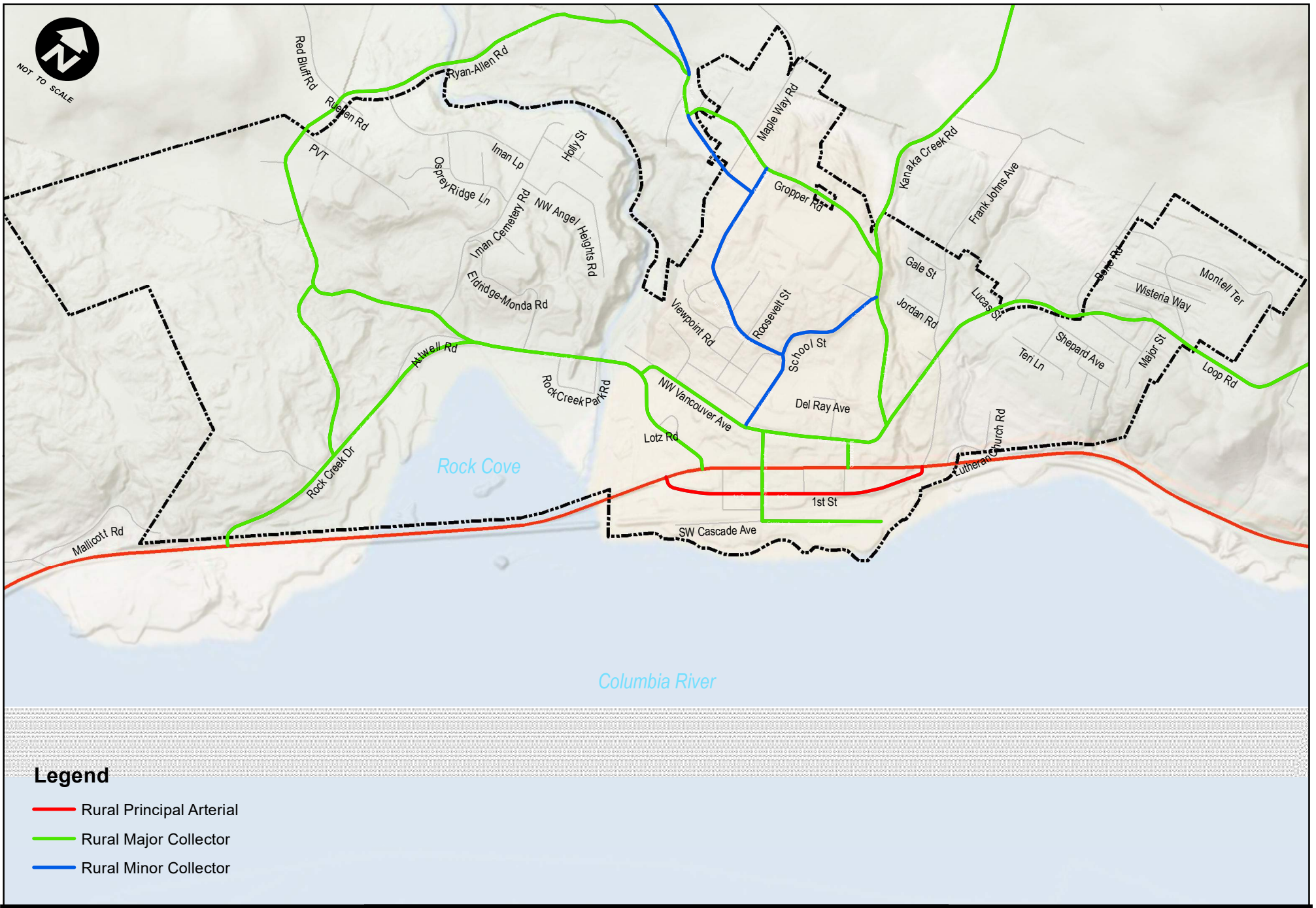


**Legend**

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







## Study Intersections

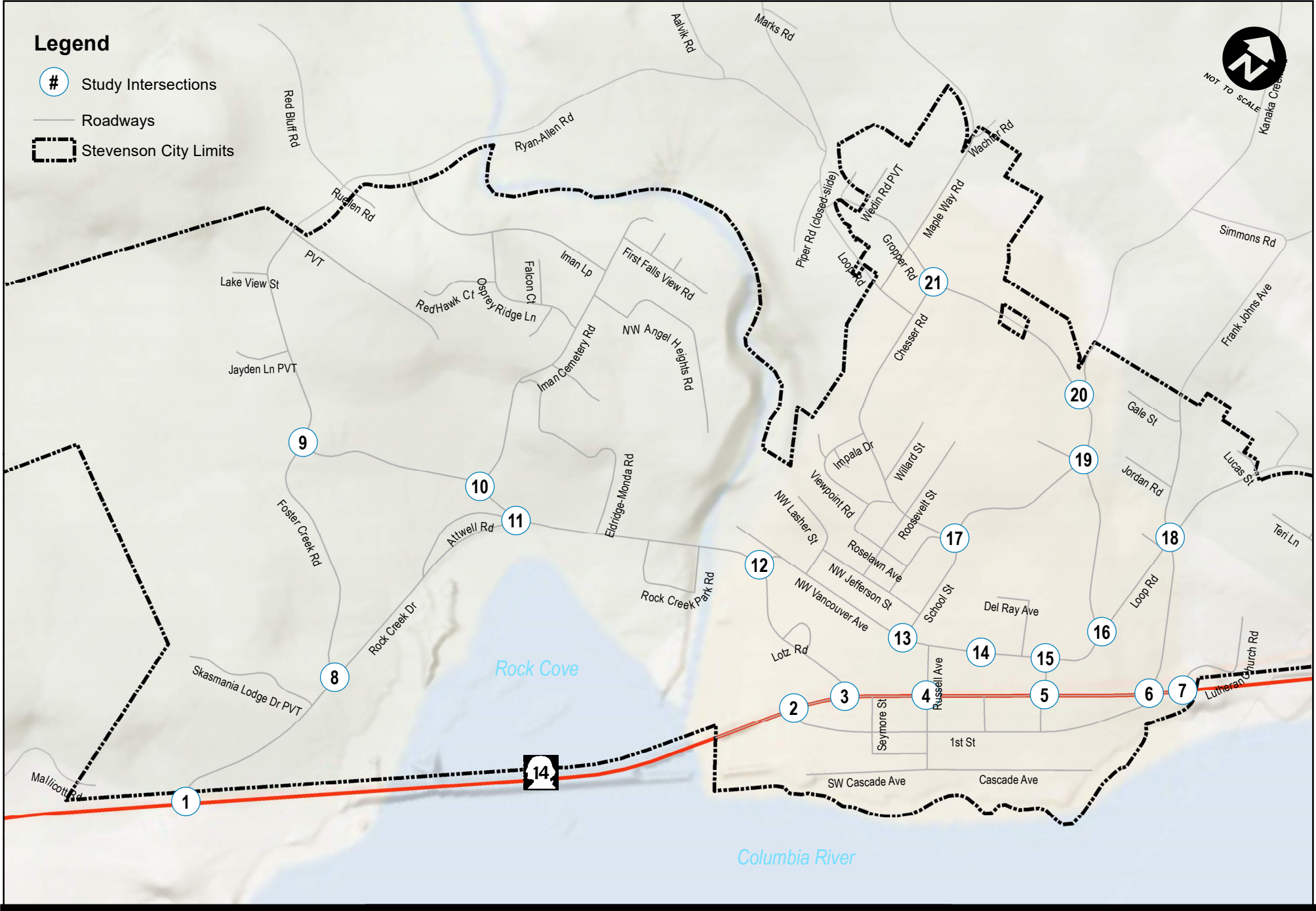
Based on coordination with City of Stevenson staff, a review of intersections at roadways of high classification, proximity to schools, and safety concerns, 21 intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2. A map of the study intersections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

**Table 2: Study Intersection Descriptions**

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

# Legend

- # Study Intersections
- Roadways
- ⬡ Stevenson City Limits



## Study Area Intersections Map

Figure 4  
Stevenson Citywide Traffic Study  
2/2/2022

## Transit

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

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

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

## Roadway Pavement Quality Audit

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

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

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

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

Table 3: Pavement Quality Audit Summary

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

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







## Traffic Volumes

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

### Existing (Year 2021) Data Collection

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

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

#### Traditional Intersection Turning Movement Counts

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

#### Streetlight Insight Data

The analyses presented in this document are based on big data information provided by a third-party vendor *Streetlight Data, Inc (Streetlight)*. *Streetlight* indexes and processes approximately 40 billion anonymized location records from smart phones and navigation devices in connected cars and trucks on a monthly basis. Additional sources such as parcel data and digital road network data are then used to condense this data to meaningful information in the context of where drivers are travelling to and from throughout any given day. *Streetlight* then processes this data algorithmically into location data points over time into contextualized, aggregated, and normalized travel patterns. The data is then validated using 1,000s of traffic counters and embedded sensors throughout the United States and Canada. Data can then be retrieved from the *Streetlight* database for specific locations and timeframes. *Streetlight* travel metrics have been validated with an R<sup>2</sup> value of 0.98 for vehicular travel, which is considered to be a very high confidence in the validity and accuracy of the data.

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

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<sup>2</sup> <https://www.streetlightdata.com/>

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

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

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

**Table 4: Adjustment Factors**

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



## Future Baseline Year 2041 Conditions

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

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

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

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

## Safety Analysis

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

### Collision History Review

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

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

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

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

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

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

Table 5: Crash Type Summary

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

Table 6: Crash Severity and Rate Summary

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

*BOLDED* indicates a significant crash rate.

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





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

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

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

## Sight Distance Evaluation

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

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

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

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

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

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

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

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

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

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

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

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



## School Walk Audits

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

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

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

### **Stevenson Elementary School**

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

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

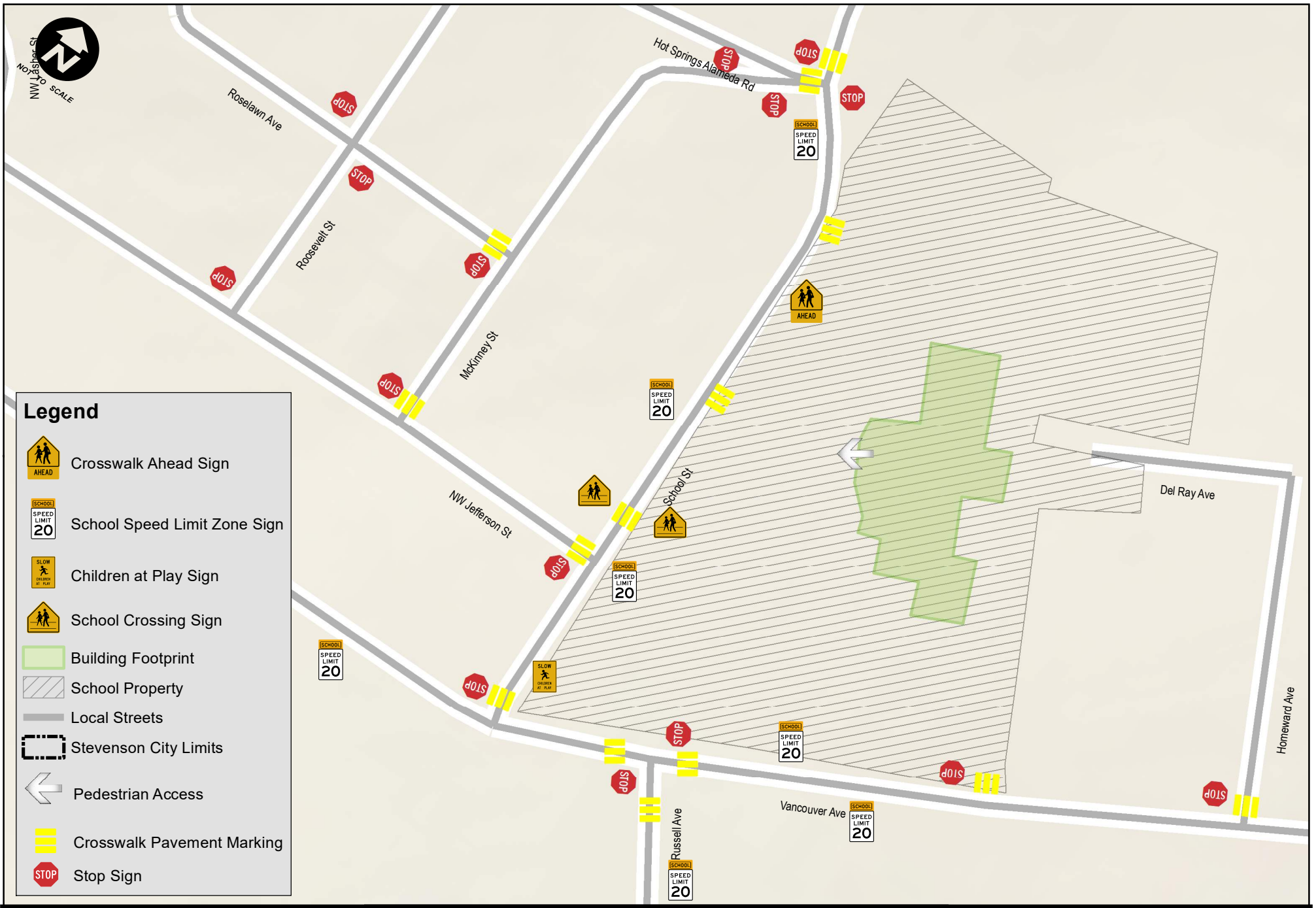
- Inconsistent crosswalk pavement markings around campus
- School speed limit zone signs along School Street, Vancouver Avenue, and Russel Avenue (20 MPH SPEED LIMIT WHEN CHILDREN ARE PRESENT)
- All-Way Stop Control at the intersection of School Street, McKinney Street, and Hot Springs Alameda Road
-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

## Stevenson High School











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

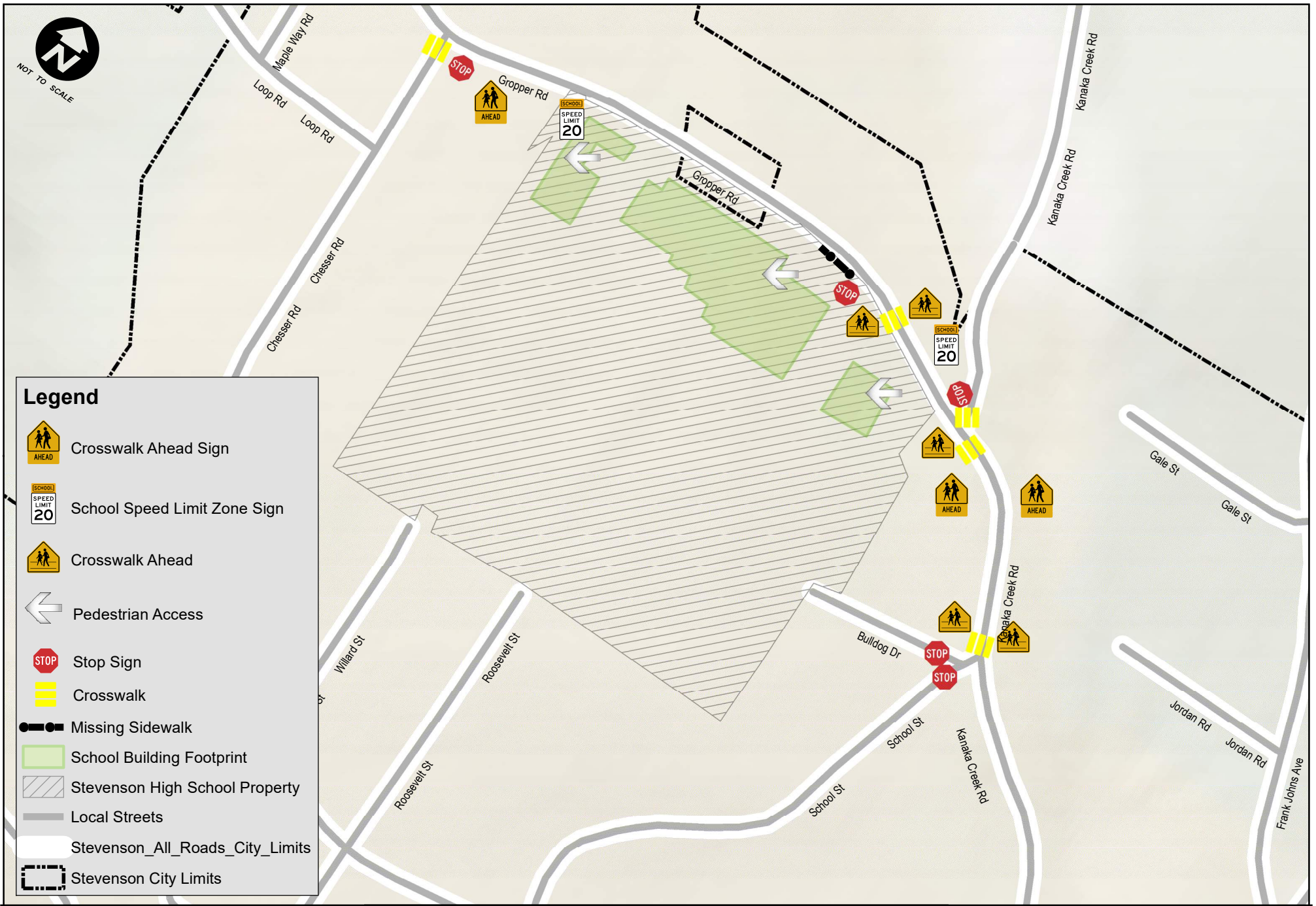
Figure 8 depicts the Stevenson High School field walk audit inventory collected during the site visit. The following observations were made:

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



**Legend**

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



## Operational Analysis

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

## Performance Standards

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

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

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

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

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<sup>4</sup> Transportation Research Board, *Highway Capacity Manual 6<sup>th</sup> Edition*, 2016.

## Existing Year 2021 Conditions

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

## Future Baseline Year 2041 Conditions

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

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

**Table 7: Capacity Analysis Summary (PM Peak Hour)**

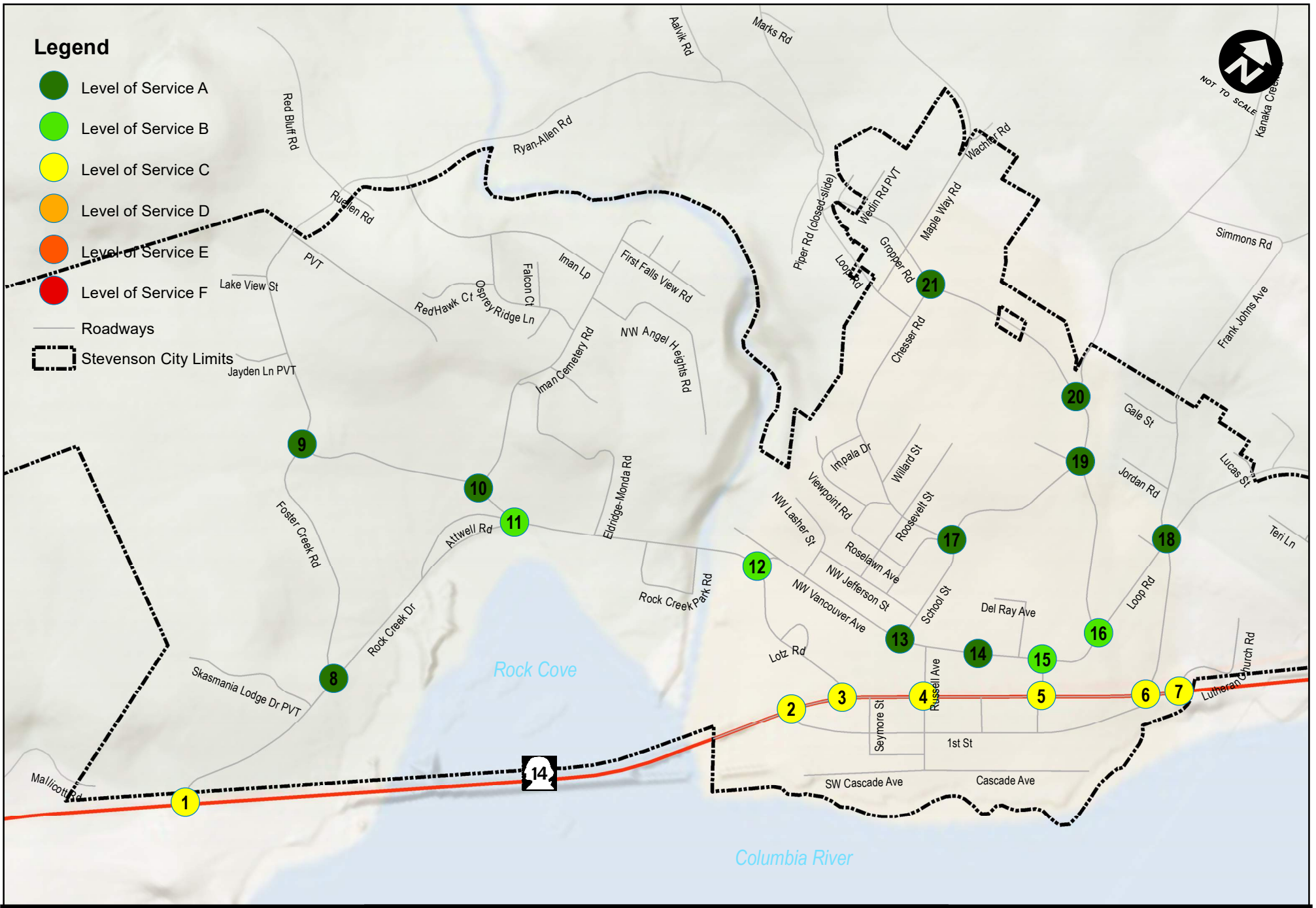
Intersection	Scenario	PM Peak Hour		
		V/C	LOS	Delay (s)
1. Rock Creek Drive & SR-14	Existing Conditions	0.10	C	18
	Year 2041 Planning Horizon	0.21	E	41
2. 1st Street & SR-14	Existing Conditions	0.23	C	15
	Year 2041 Planning Horizon	0.60	E	38
3. SW Rock Creek Drive & SR-14	Existing Conditions	0.33	C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

Table 7: Capacity Analysis Summary (PM Peak Hour)

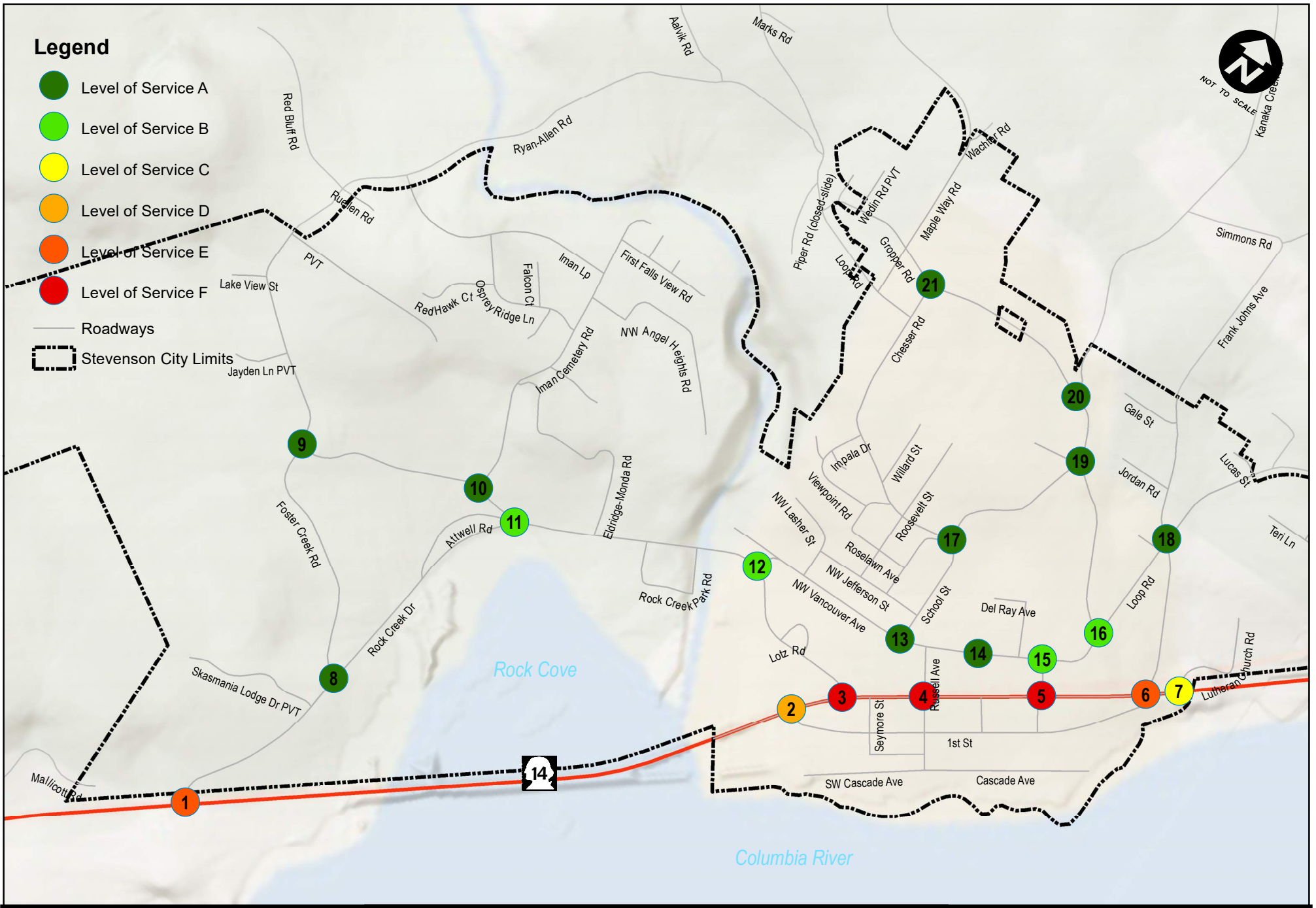
Intersection	Scenario	PM Peak Hour		
		V/C	LOS	Delay (s)
8. SW Rock Creek Drive & Foster Creek Road	Existing Conditions	0.03	A	9
	Year 2041 Planning Horizon	0.04	A	9
9. Foster Creek Road & Ryan Allen Road	Existing Conditions	0.03	A	9
	Year 2041 Planning Horizon	0.04	A	9
10. Iman Cemetery Road & Ryan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

*BOLDED text indicates the intersection does not meet performance thresholds.*









## Warrant Analysis

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

### Left-Turn Lane Warrants

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

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

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

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

### Preliminary Traffic Signal Warrants

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

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

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

- SR-14 & 1<sup>st</sup> Street
- SW Rock Creek Drive (east) & SR-14
- SR-14 & Columbia Street

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

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



## Transportation System Recommendations

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

### Improvement Development

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

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

### Evaluation Process

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

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

## Preferred Improvements

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

### **Near-Term Improvements:**

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

### **Longer-Term Improvements**

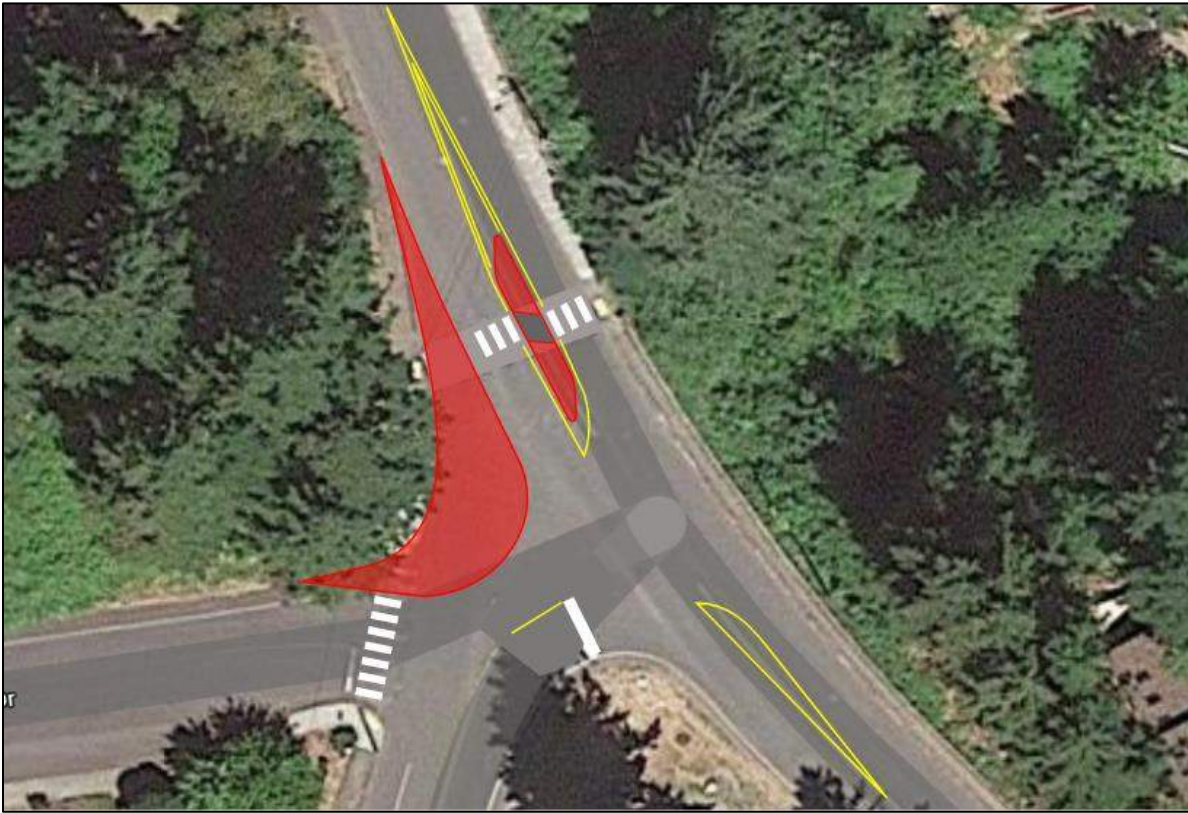
- West City Entrance Roundabout at SR-14 & 1<sup>st</sup> Street
- East City Entrance Roundabout at SR-14 & 1<sup>st</sup> Street
- Downtown Traffic Signals

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

## Project Sheets

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

## Project: Kanaka Creek Road at School Street & Bulldog Drive



### Description

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

### Purpose

This improvement is intended to:

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

### Additional Considerations

Other factors to consider with this improvement include:

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

### Cost Opinion

Less than \$50,000

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



### Description

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

### Purpose

This improvement is intended to:

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

### Additional Considerations

Other factors to consider with this improvement include:

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

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

### Cost Opinion

\$700,000

## Project: SR-14 West: 3-Lane Section from 1<sup>st</sup> Street to SW Rock Creek Drive



### Description

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

### Purpose

This improvement is intended to:

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

### Additional Considerations

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

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

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

### Cost Opinion

\$390,000



## Project: SR-14 East: Safety Improvements



### Description

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

### Purpose

This improvement is intended to:

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

### Additional Considerations

Other factors to consider with these improvements include:

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

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

### Cost Opinion

\$40,000 for ribbon median

\$350,000 for retaining wall

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



### Description

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

### Purpose

This improvement is intended to:

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

### Additional Considerations

Other factors to consider with this improvement include:

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

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

### Cost Opinion

Less than \$10,000

## Project: West City Entrance: Roundabout at SR-14 & 1<sup>st</sup> Street



### Description

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

### Purpose

This improvement is intended to:

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

### Additional Considerations

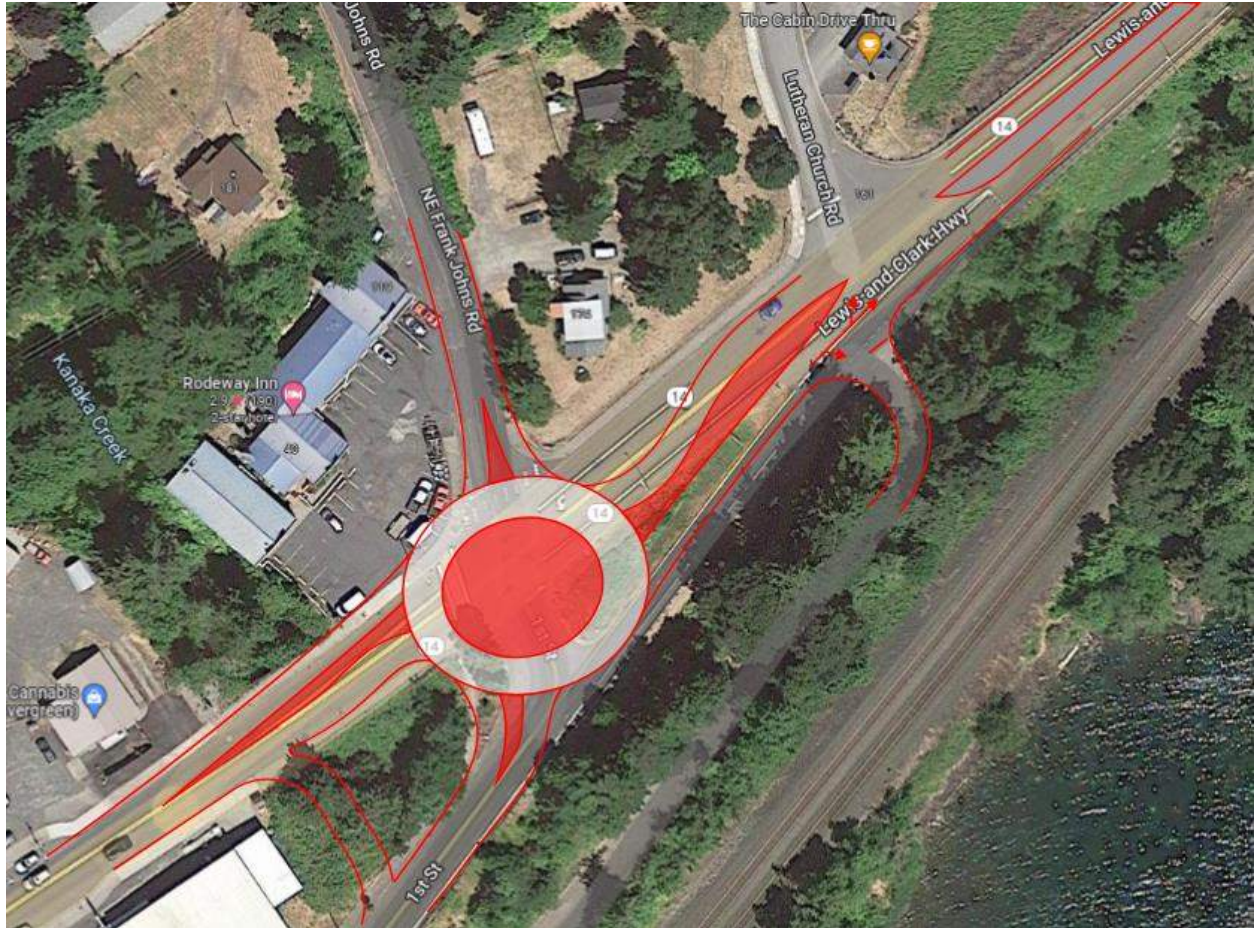
The image above is a conceptual layout of a possible roundabout option; alternative alignments should be considered. Other factors to consider with this improvement include:

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

### Cost Opinion

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

## Project: East City Entrance: Roundabout at SR-14 & 1<sup>st</sup> Street



### Description

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

### Purpose

This improvement is intended to:

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

### **Additional Considerations**

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

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

### **Cost Opinion**

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

## Project: Downtown Traffic Signals



### Description

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

### Purpose

This improvement is intended to:

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

### Additional Considerations

Other factors to consider with this improvement include:

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

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

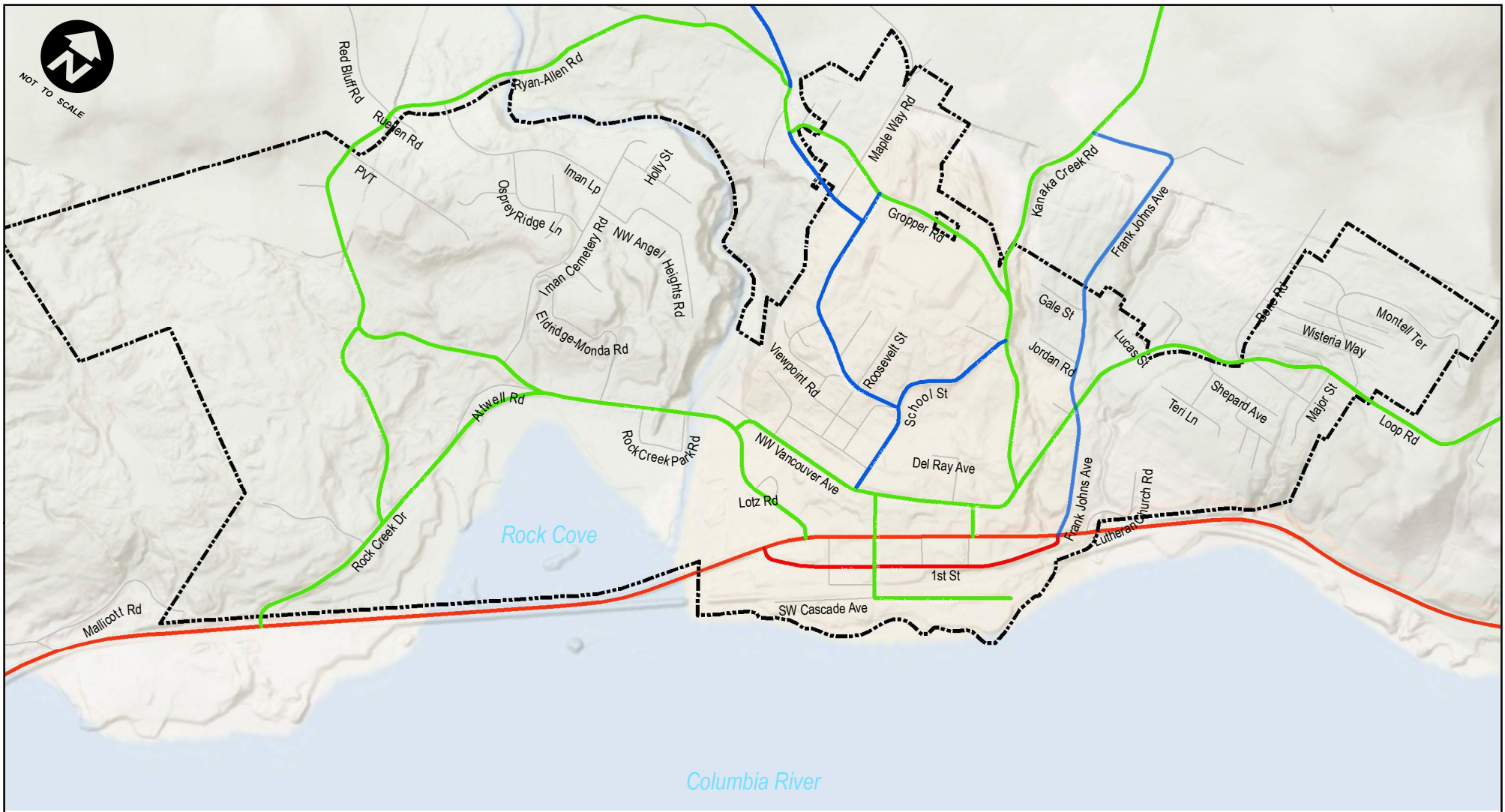
### Cost Opinion

Estimated cost per signal \$500,000

## Roadway Functional Classification Upgrades

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

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



**Legend**

- Principal Arterial
- Major Collector
- Minor Collector



**Recommended** Functional Classification Ma

Figure 11  
Stevenson Citywide Traffic Study  
12/2/2022



## Safe Routes to School

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

### Stevenson Elementary School

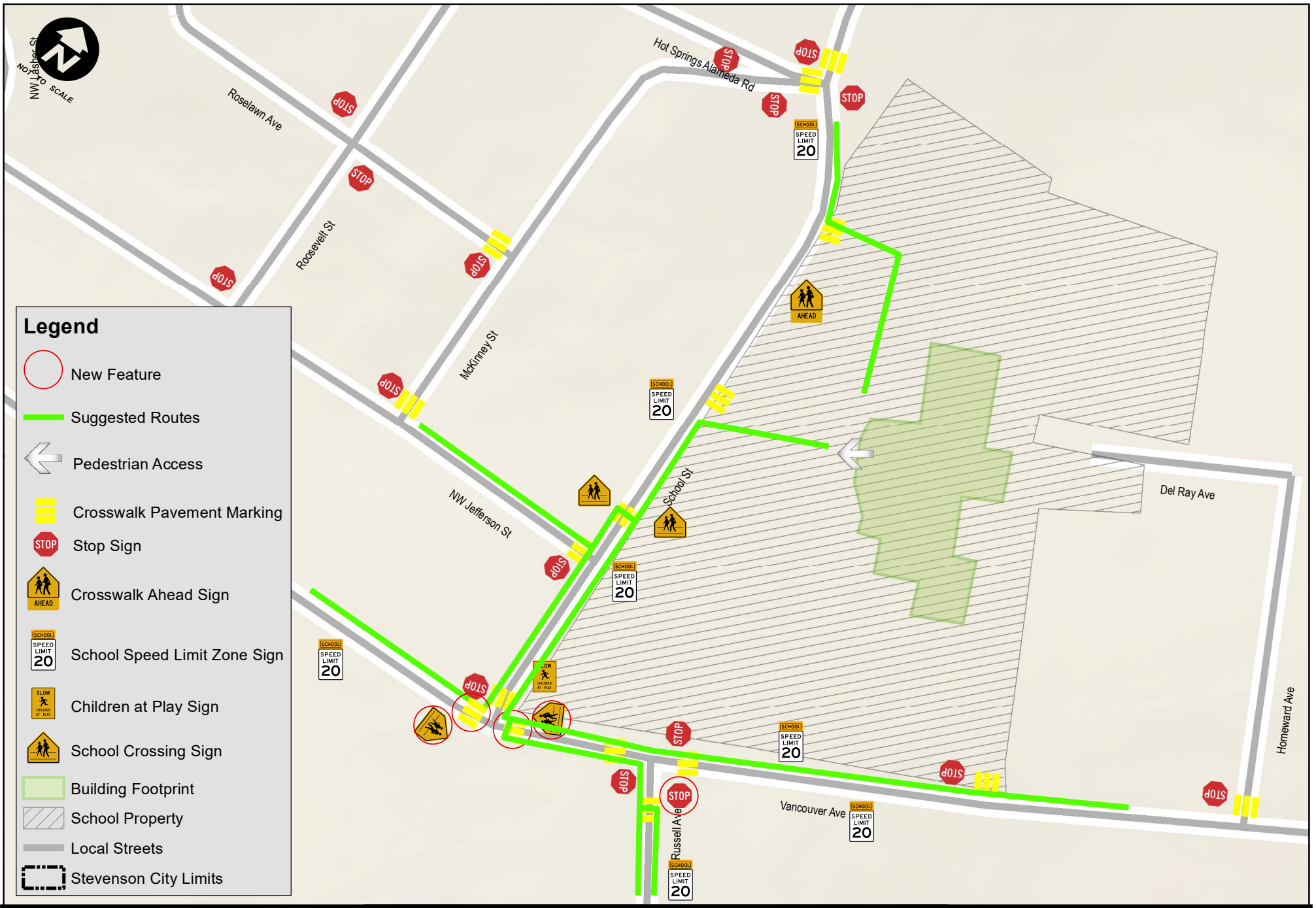
Recommended improvements related to the local transportation infrastructure network around Stevenson Elementary School include the following:

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

Additional safety improvements to consider:

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

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



# Stevenson High School

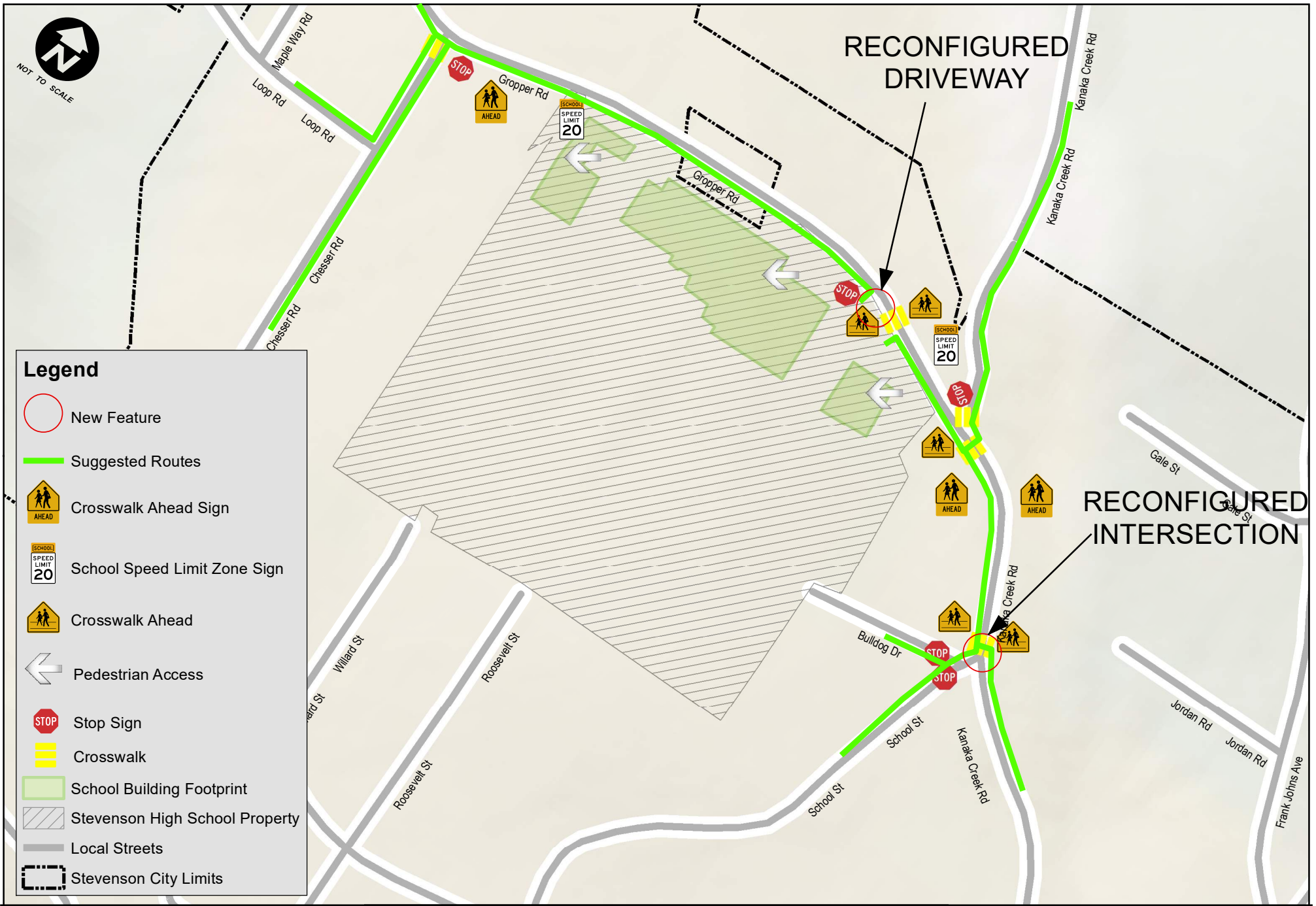
Recommended improvements related to the local transportation infrastructure network around Stevenson High School include the following:

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

Additional safety improvements to consider:

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

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



## Appendix A: Traffic Volumes

Traffic Counts

StreetLight Data





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

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

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

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

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



Location: 2 1ST ST & HWY 14 AM



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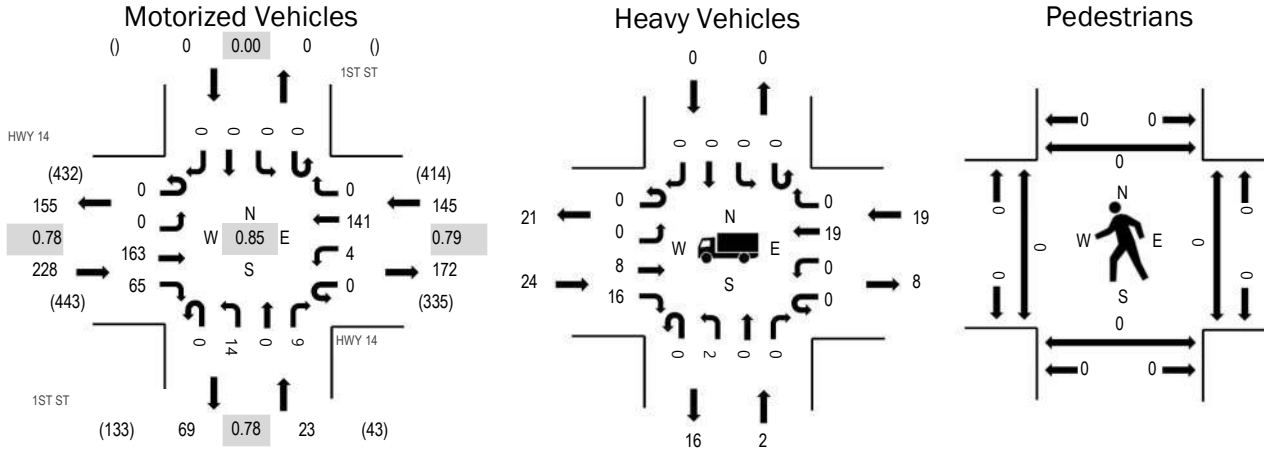
Location: 2 1ST ST & HWY 14 AM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

Location: 2 1ST ST & HWY 14 AM

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

Location: 2 1ST ST & HWY 14 AM

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

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

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



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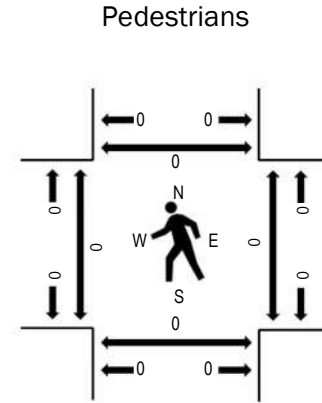
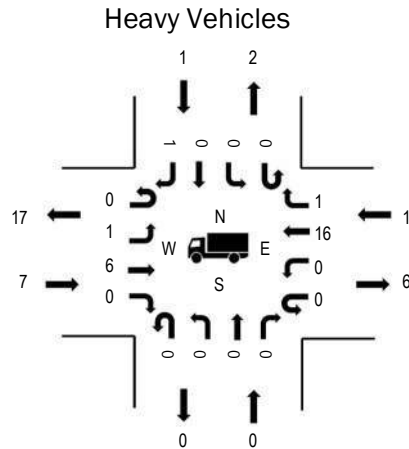
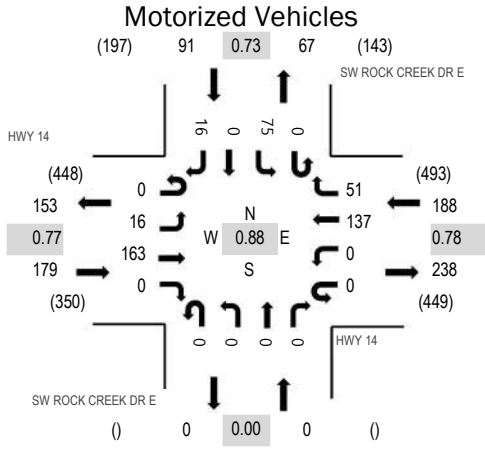
Location: 3 SW ROCK CREEK DR E & HWY 14 AM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

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

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

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

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

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

Location: 4 SW RUSSELL AVE & HWY 14 AM



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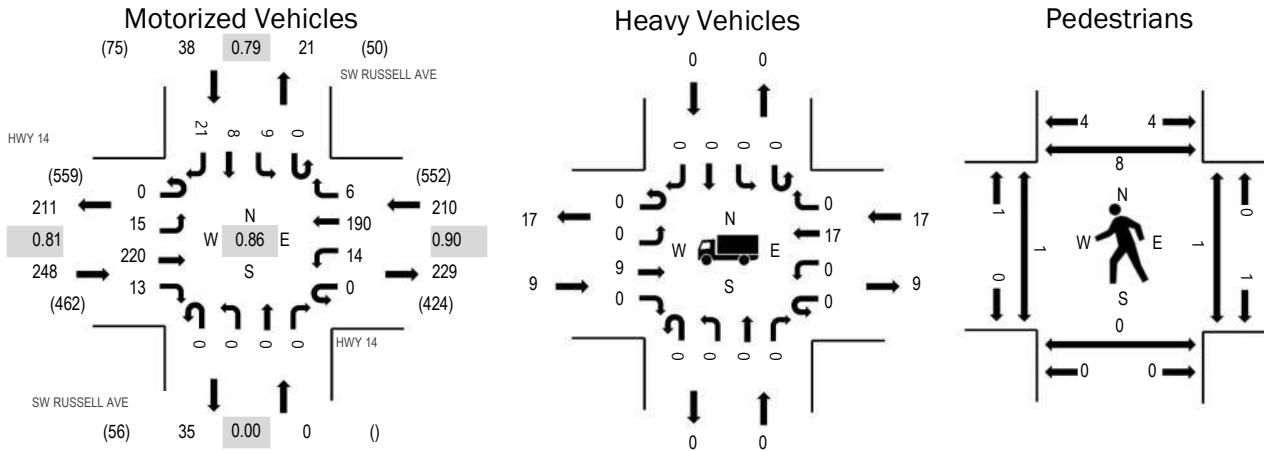
Location: 4 SW RUSSELL AVE & HWY 14 AM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

Location: 4 SW RUSSELL AVE & HWY 14 AM

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



Location: 4 SW RUSSELL AVE & HWY 14 AM

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

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

Location: 5 COLUMBIA ST & HWY 14 AM



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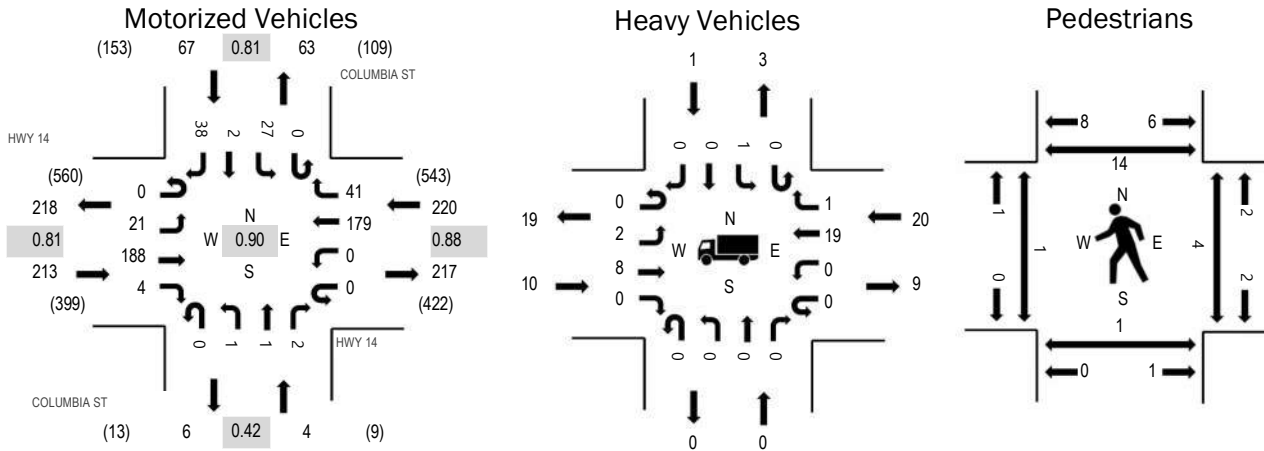
Location: 5 COLUMBIA ST & HWY 14 AM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

Location: 5 COLUMBIA ST & HWY 14 AM

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

Location: 5 COLUMBIA ST & HWY 14 AM

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

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

Location: 6 NE FRANK JOHNS RD & HWY 14 AM



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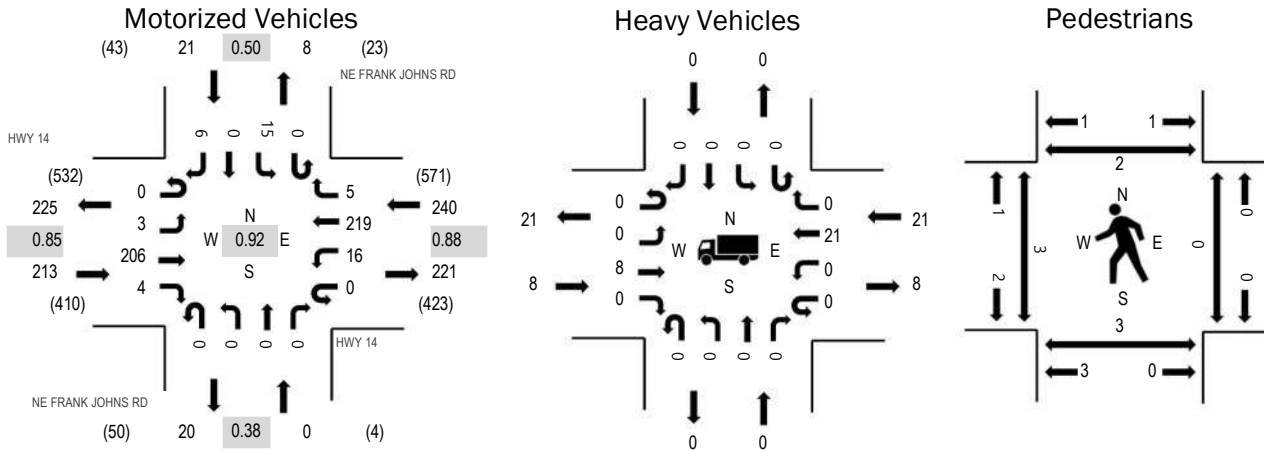
Location: 6 NE FRANK JOHNS RD & HWY 14 AM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

Location: 6 NE FRANK JOHNS RD & HWY 14 AM

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

Location: 6 NE FRANK JOHNS RD & HWY 14 AM

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

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

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



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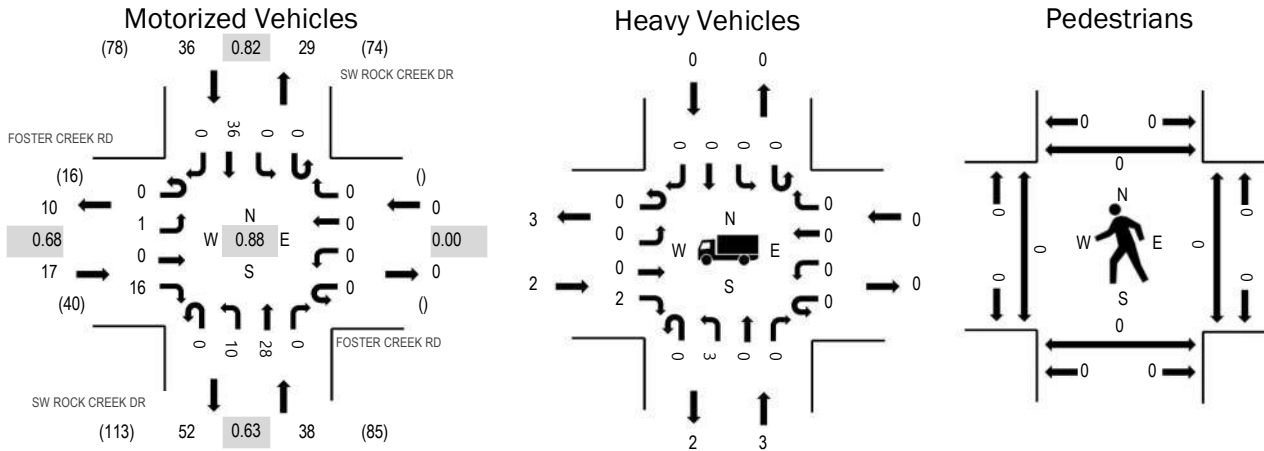
Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD AM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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



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

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

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

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

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

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD AM



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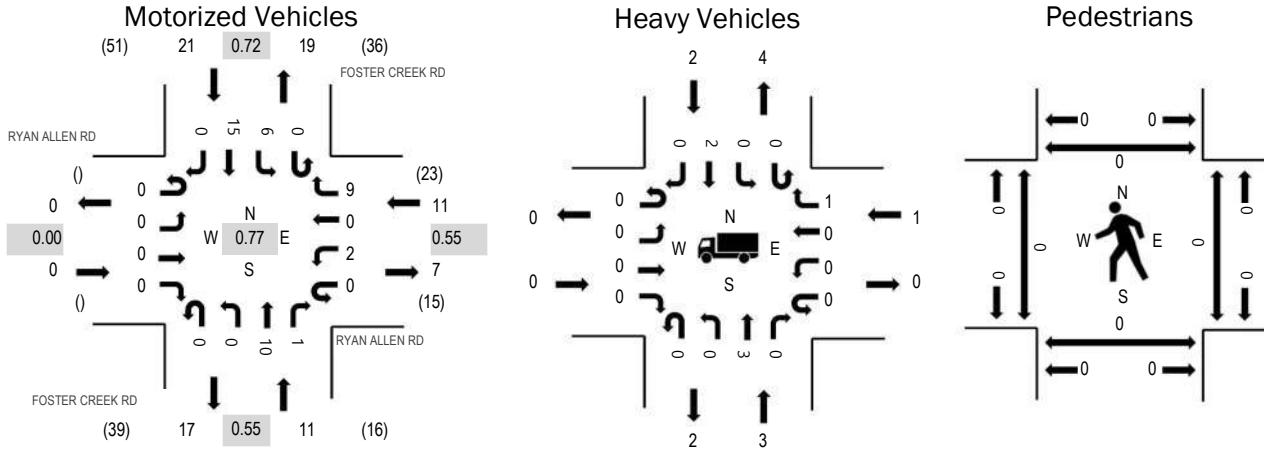
Location: 9 FOSTER CREEK RD & RYAN ALLEN RD AM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

Interval Start Time	RYAN ALLEN RD Eastbound				RYAN ALLEN RD Westbound				FOSTER CREEK RD Northbound				FOSTER CREEK RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	22
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	28
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	29
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	28
6:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	4	28
6:35 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	25
6:40 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	25
6:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	5	27
6:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	24
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	25
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	26
7:05 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	5	27
7:10 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	26
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	36
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	37
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	37
7:40 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	4	39
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	37
7:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	40
7:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	43
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	42
8:05 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	4	44
8:10 AM	0	0	0	0	0	1	0	2	0	0	1	0	0	1	1	0	6	46

**Location:** 9 FOSTER CREEK RD & RYAN ALLEN RD AM

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

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD AM

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

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



**Location:** 10 IMAN CEMETERY RD & RYAN ALLEN RD AM

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

Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD AM

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

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





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

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

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

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

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

Location: 13 SCHOOL ST & SW VANCOUVER AVE AM



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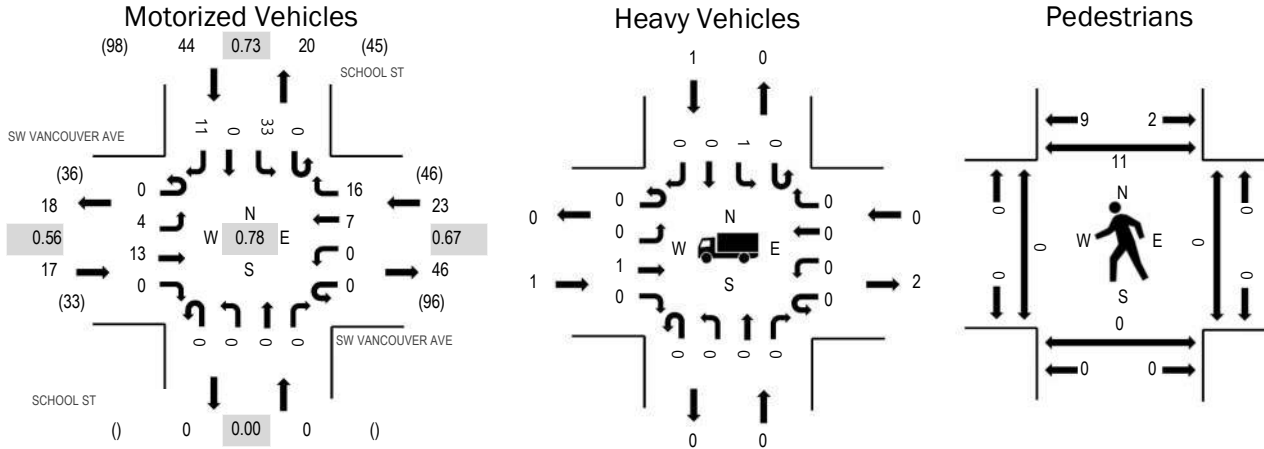
Location: 13 SCHOOL ST & SW VANCOUVER AVE AM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

**Location:** 13 SCHOOL ST & SW VANCOUVER AVE AM

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

Location: 13 SCHOOL ST & SW VANCOUVER AVE AM

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

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







Location: 14 HOMEWARD ST & SW VANCOUVER AVE AM

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

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

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE AM



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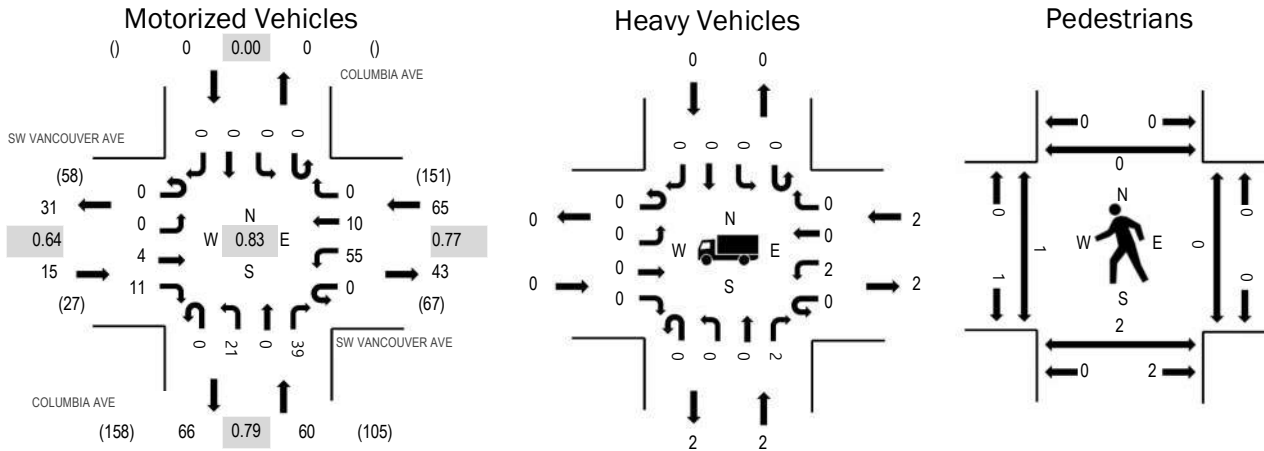
Location: 15 COLUMBIA AVE & SW VANCOUVER AVE AM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

**Location:** 15 COLUMBIA AVE & SW VANCOUVER AVE AM

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

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE AM

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

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



Location: 16 KANAKA CREEK RD & LOOP RD AM

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

Location: 16 KANAKA CREEK RD & LOOP RD AM

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

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





Location: 17 SCHOOL ST & HOT SPRINGS ALAMEDA AM

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

Location: 17 SCHOOL ST & HOT SPRINGS ALAMEDA AM

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

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



Location: 18 FRANK JOHNS RD & LOOP RD AM

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

Location: 18 FRANK JOHNS RD & LOOP RD AM

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

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

Location: 20 KANAKA CREEK RD & GROPPER RD AM



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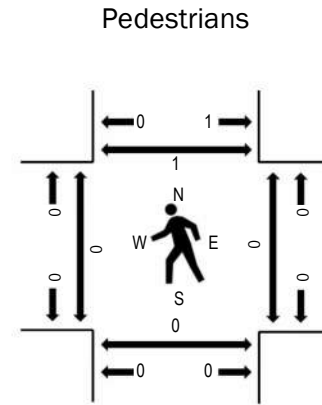
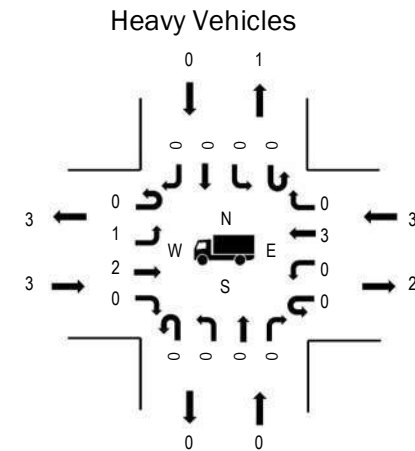
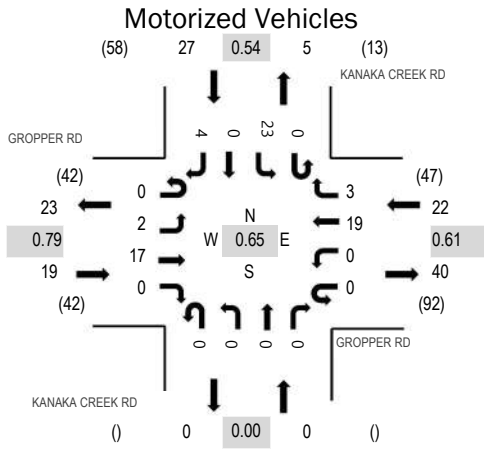
Location: 20 KANAKA CREEK RD & GROPPER RD AM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

Location: 20 KANAKA CREEK RD & GROPPER RD AM

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

Location: 20 KANAKA CREEK RD & GROPPER RD AM

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

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





Location: 21 NW CHESSER RD & GROPPER RD AM

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

Location: 21 NW CHESSER RD & GROPPER RD AM

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

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

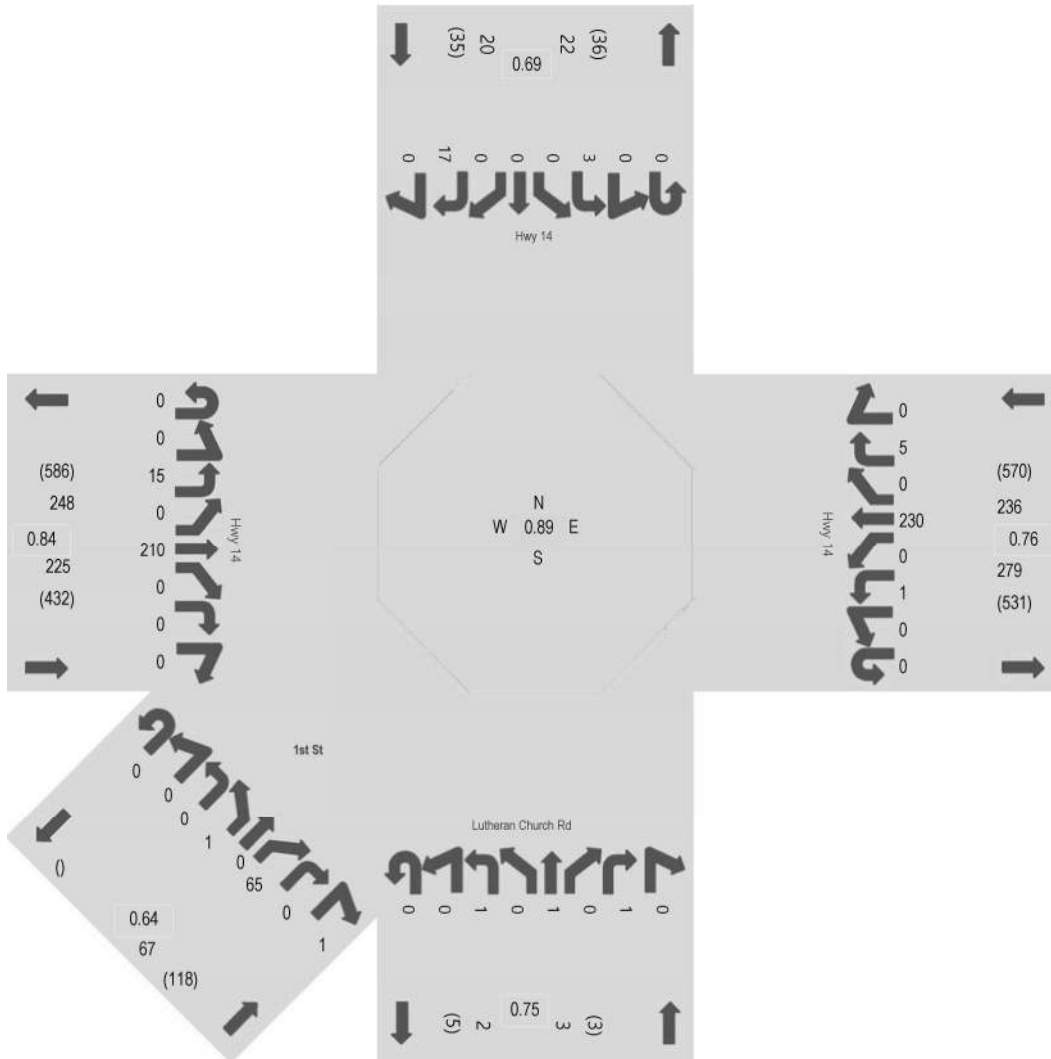
**Location:** 7 Lutheran Church Rd & Hwy 14 AM

**Date:** Thursday, July 15, 2021

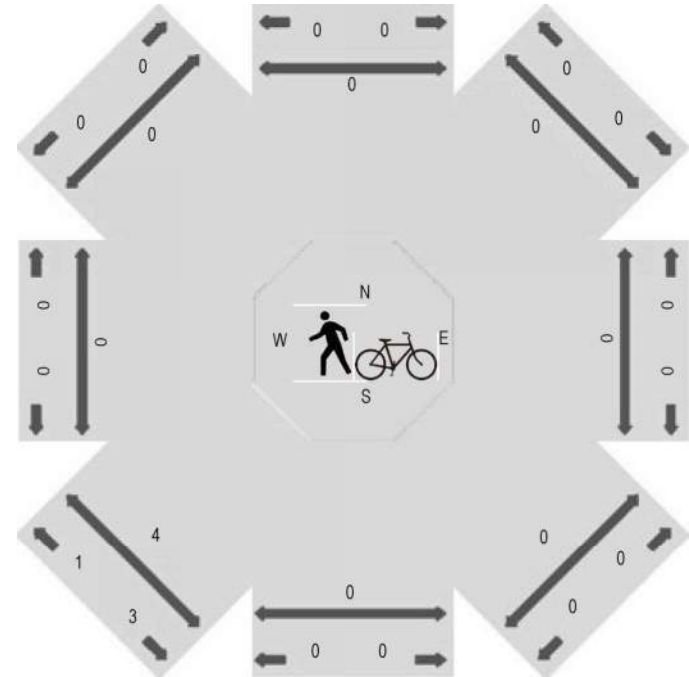
**Peak Hour:** 07:55 AM - 08:55 AM

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

**Peak Hour - Motorized Vehicles**



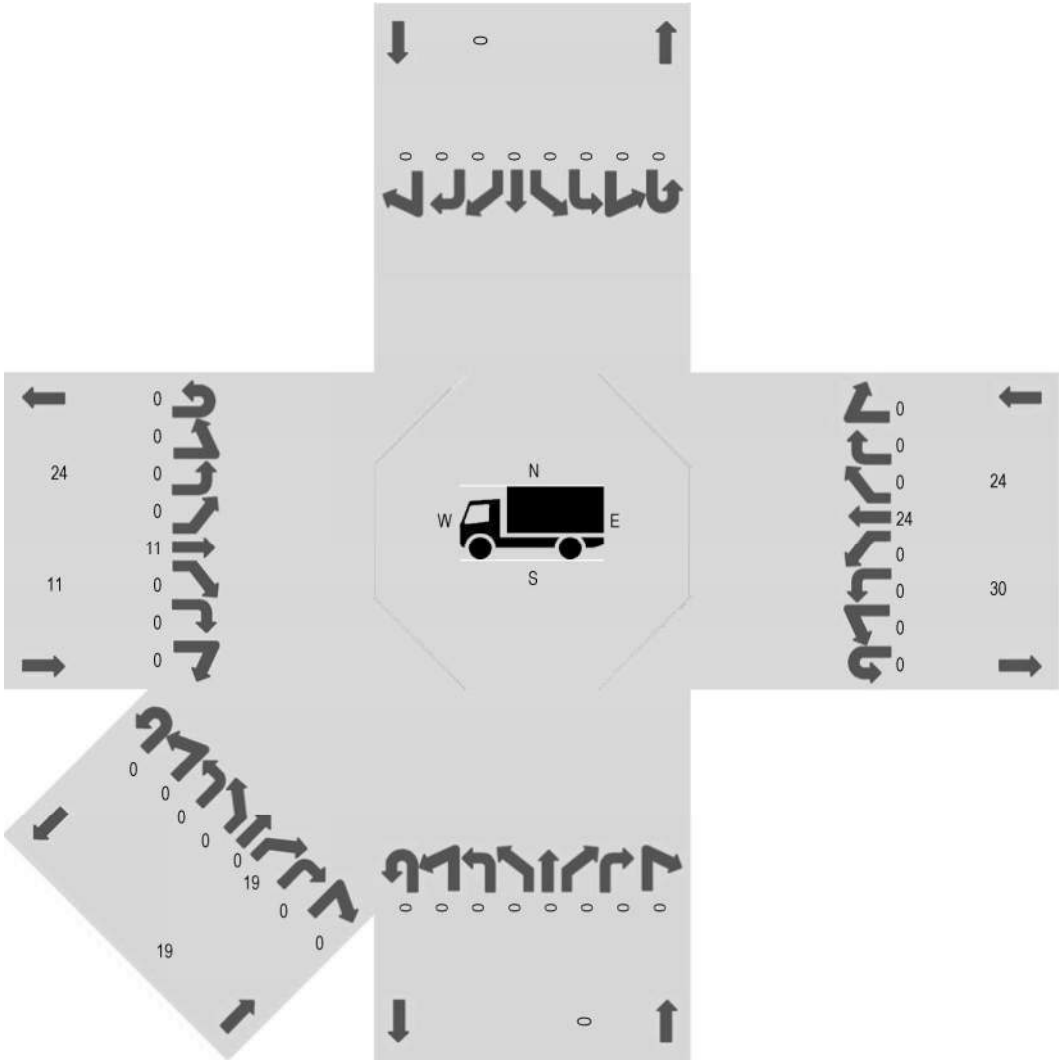
**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

Location: 7 Lutheran Church Rd & Hwy 14 AM

Peak Hour - Heavy Vehicles



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

Location: 7 Lutheran Church Rd & Hwy 14 AM

Traffic Counts - Motorized Vehicles

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



Location: 7 Lutheran Church Rd & Hwy 14 AM

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

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



**Location:** 11 Rock Creek & Rock Creek AM

Location: 11 Rock Creek & Rock Creek AM



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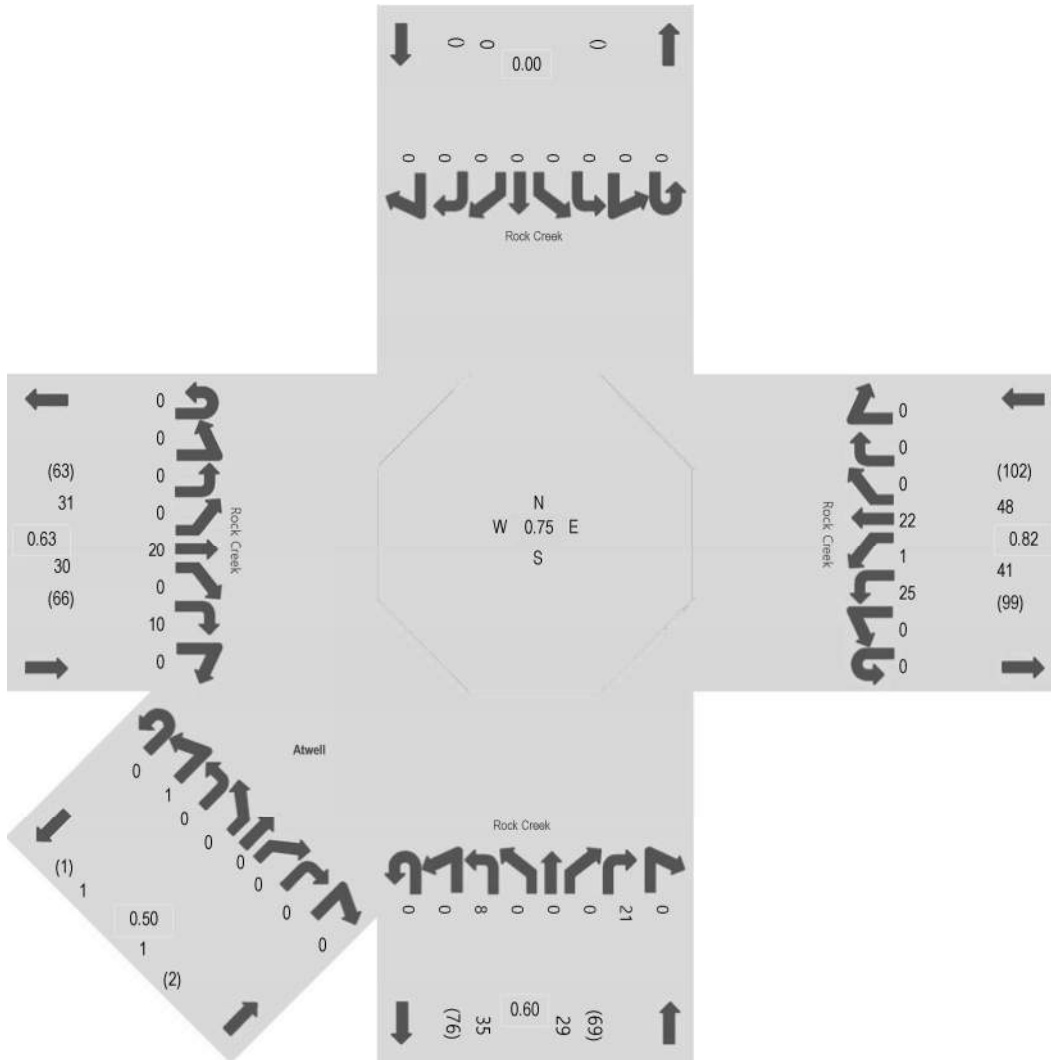
Location: 11 Rock Creek & Rock Creek AM

Date: Thursday, July 15, 2021

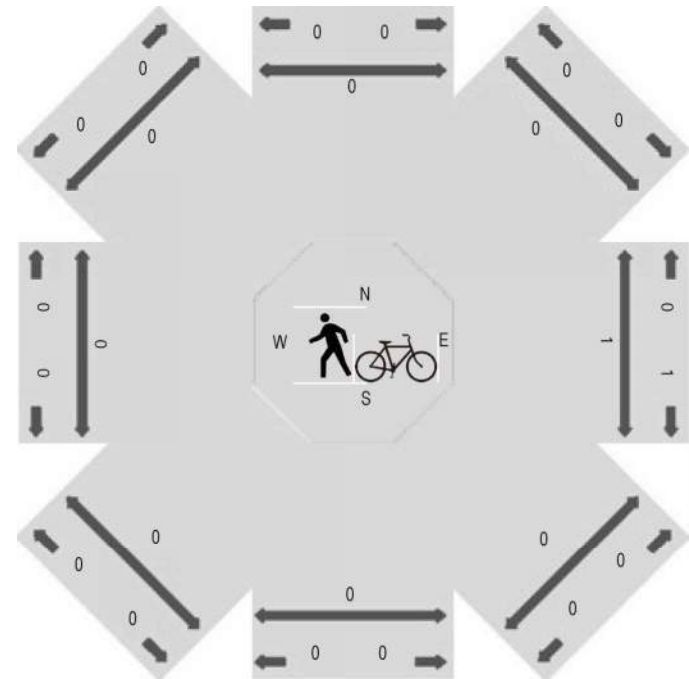
Peak Hour: 08:00 AM - 09:00 AM

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

Peak Hour - Motorized Vehicles



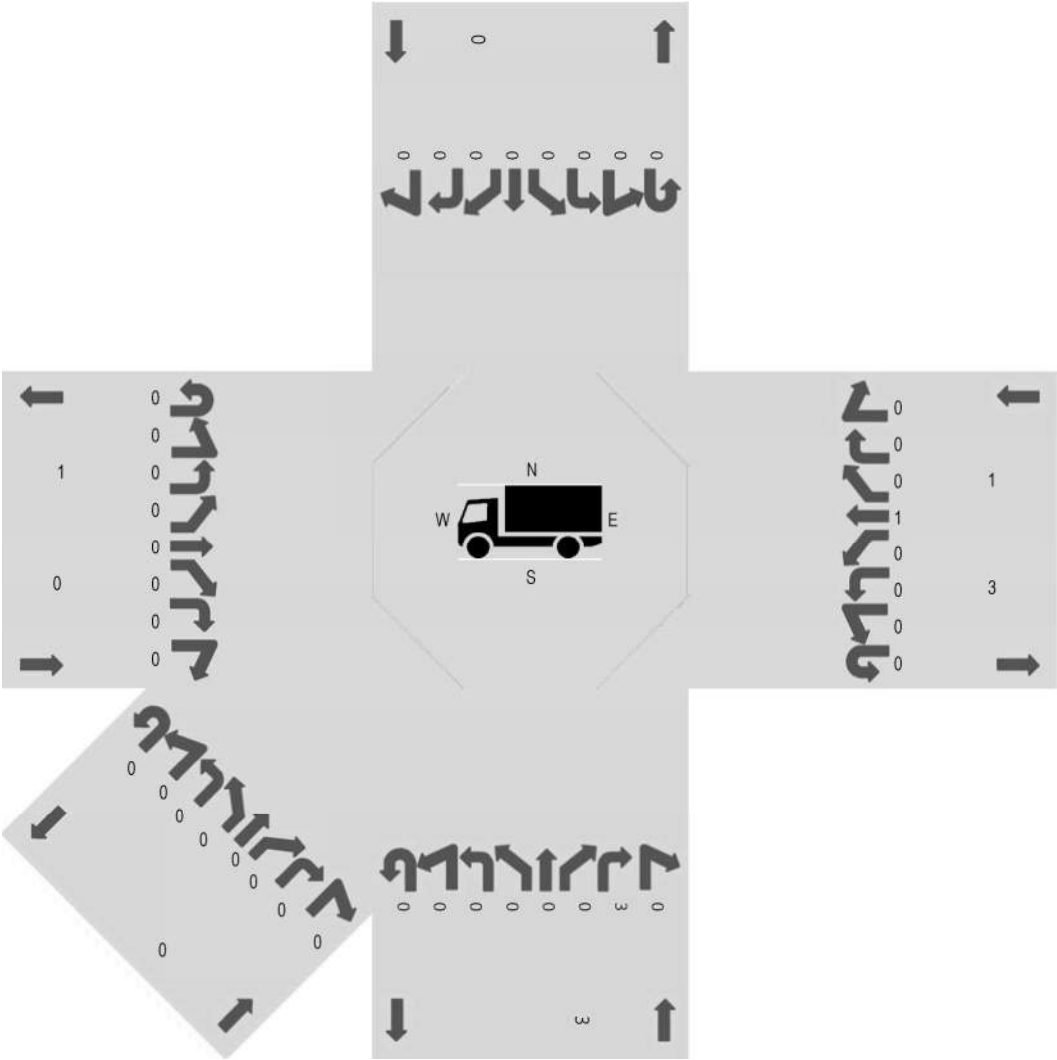
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Location: 11 Rock Creek & Rock Creek AM

Peak Hour - Heavy Vehicles



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

Location: 11 Rock Creek & Rock Creek AM

Traffic Counts - Motorized Vehicles

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



Location: 11 Rock Creek & Rock Creek AM

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

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

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

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



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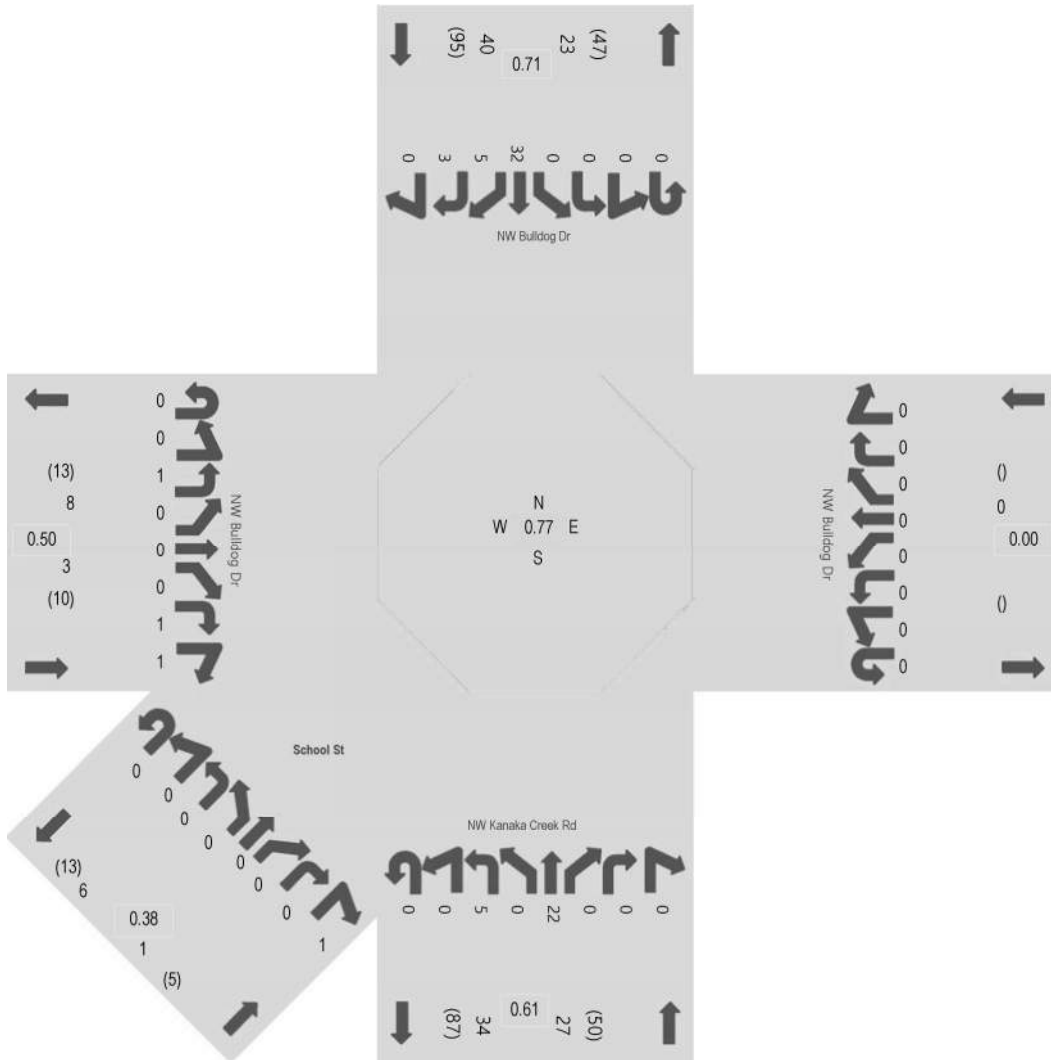
Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr AM

Date: Thursday, July 15, 2021

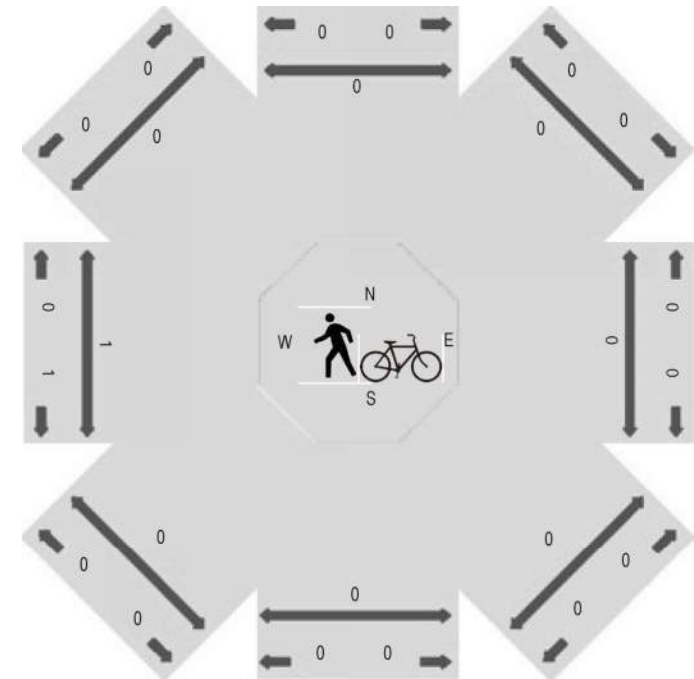
Peak Hour: 07:50 AM - 08:50 AM

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

**Peak Hour - Motorized Vehicles**



**Peak Hour - Pedestrians/Bicycles on Crosswalk**

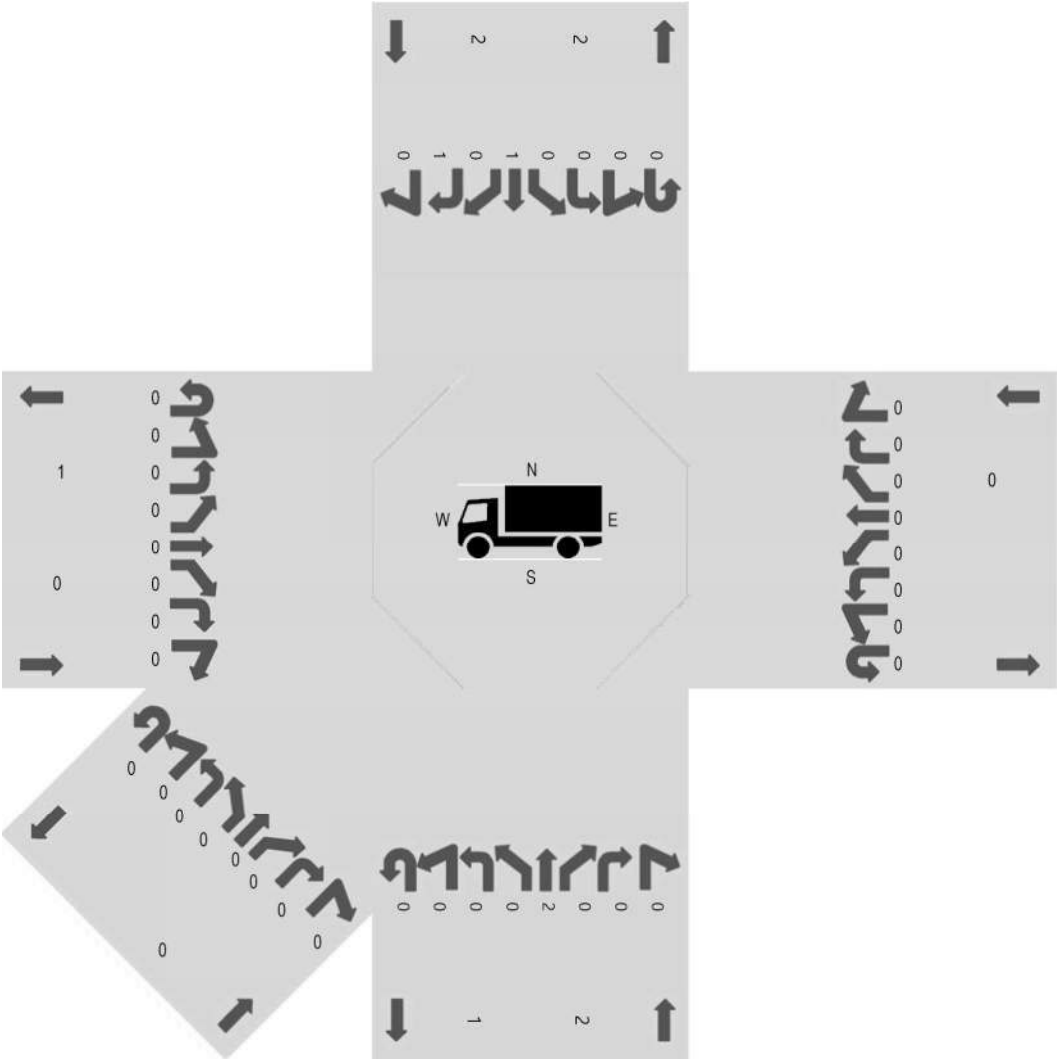


Note: Total study counts contained in parentheses.



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

Peak Hour - Heavy Vehicles



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





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

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

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



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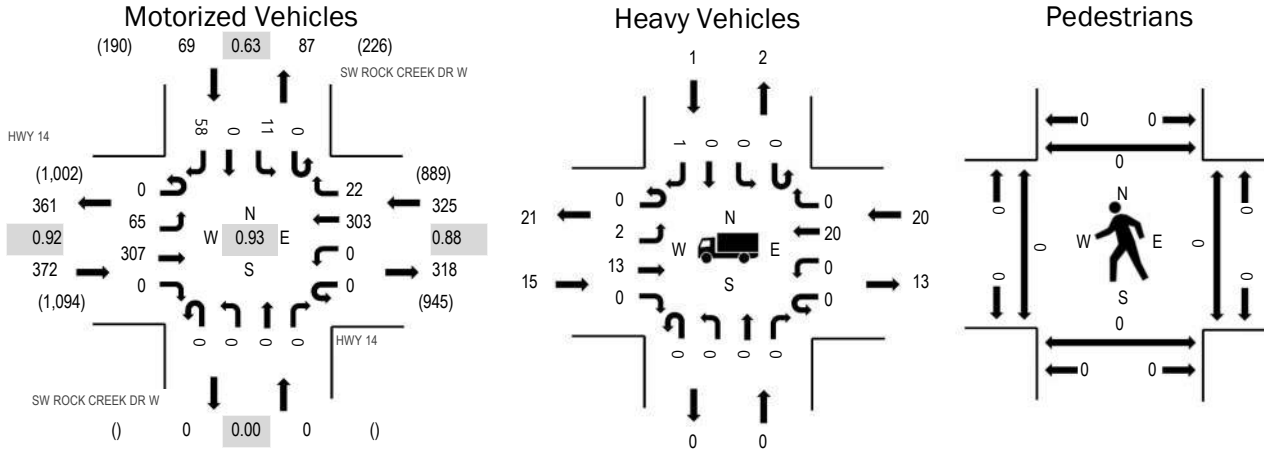
Location: 1 SW ROCK CREEK DR W & HWY 14 PM

Date: Thursday, July 15, 2021

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

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

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

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

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

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

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

Location: 2 1ST ST & HWY 14 PM



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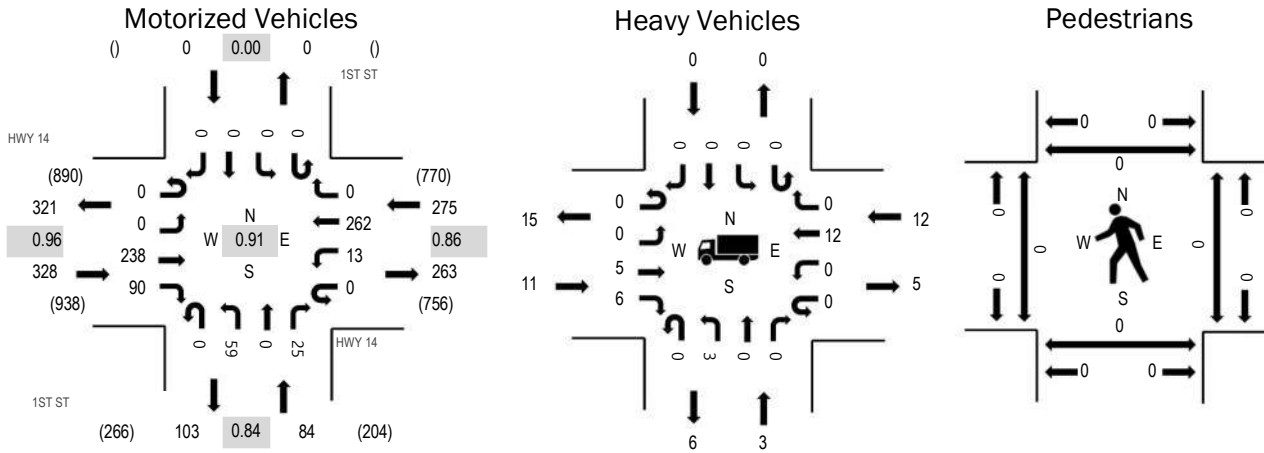
Location: 2 1ST ST & HWY 14 PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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



Location: 2 1ST ST & HWY 14 PM

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

Location: 2 1ST ST & HWY 14 PM

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

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



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

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

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

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

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

Location: 4 SW RUSSELL AVE & HWY 14 PM



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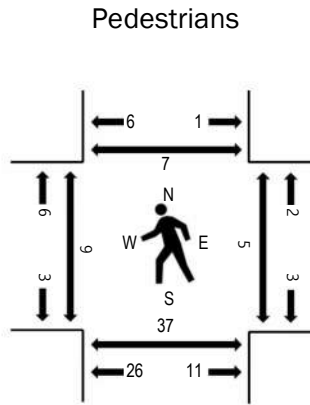
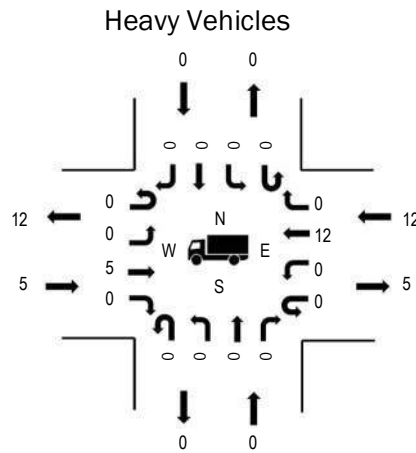
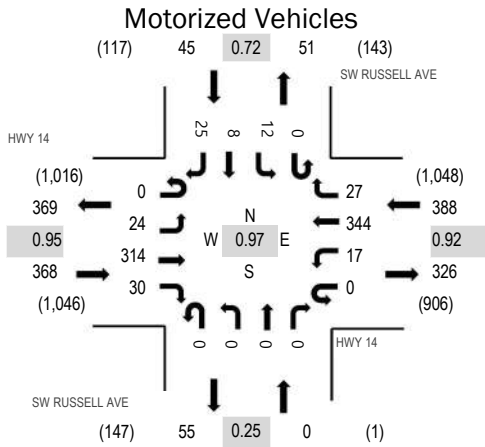
Location: 4 SW RUSSELL AVE & HWY 14 PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

**Location:** 4 SW RUSSELL AVE & HWY 14 PM

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

Location: 4 SW RUSSELL AVE & HWY 14 PM

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

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



Location: 5 COLUMBIA ST & HWY 14 PM



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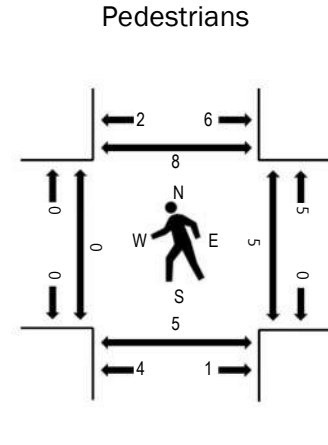
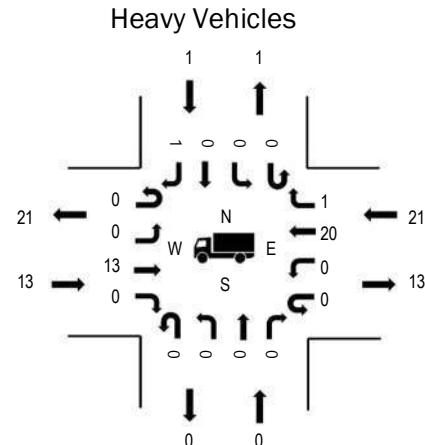
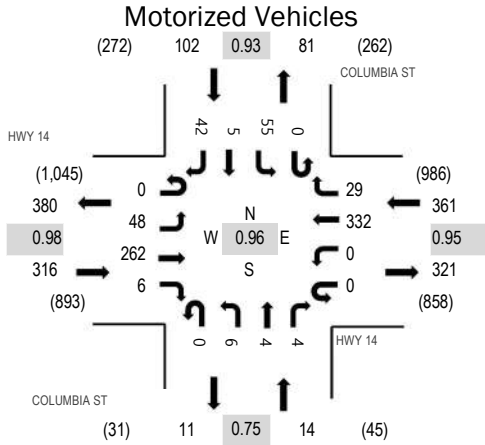
Location: 5 COLUMBIA ST & HWY 14 PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

**Location:** 5 COLUMBIA ST & HWY 14 PM

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

Location: 5 COLUMBIA ST & HWY 14 PM

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

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

Location: 6 NE FRANK JOHNS RD & HWY 14 PM



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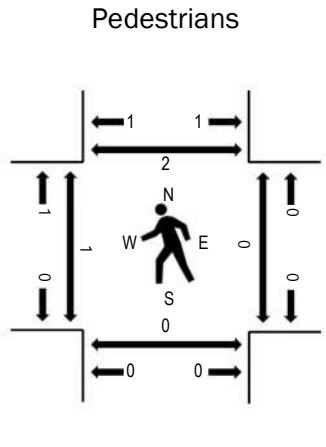
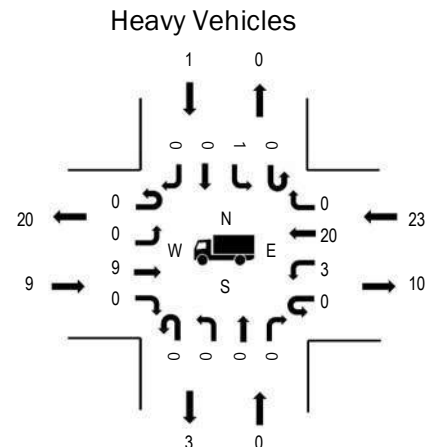
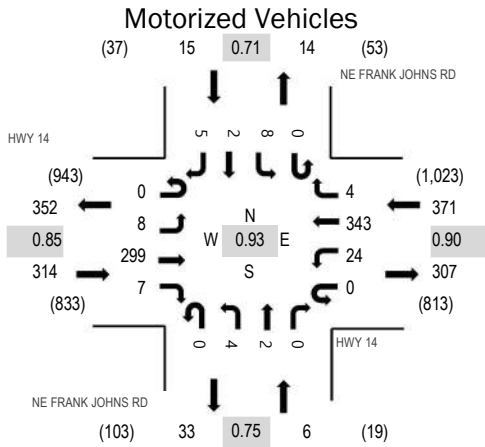
Location: 6 NE FRANK JOHNS RD & HWY 14 PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

**Location:** 6 NE FRANK JOHNS RD & HWY 14 PM

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

Location: 6 NE FRANK JOHNS RD & HWY 14 PM

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

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

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



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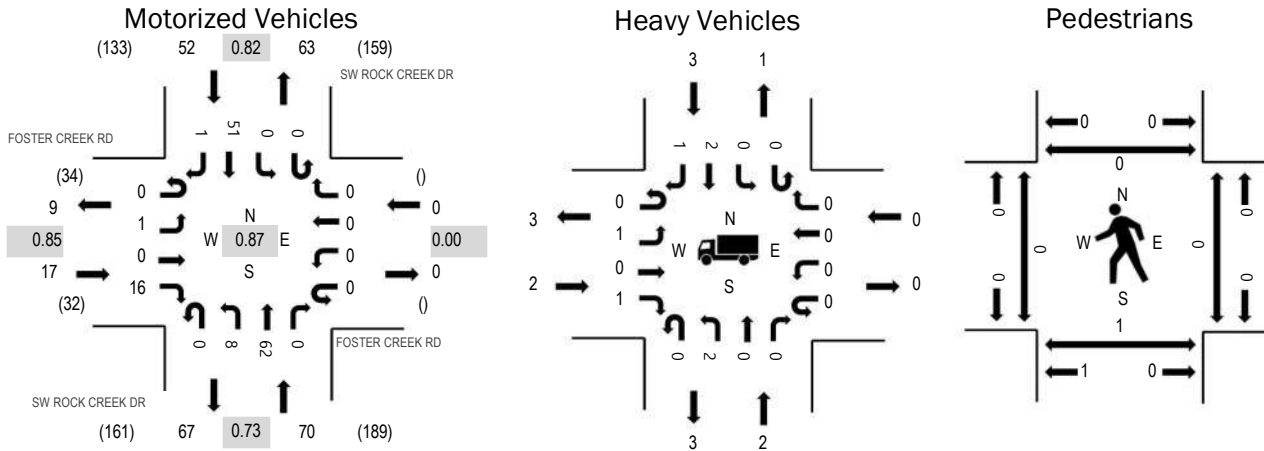
Location: 8 SW ROCK CREEK DR & FOSTER CREEK RD PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

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

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



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

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

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

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD PM



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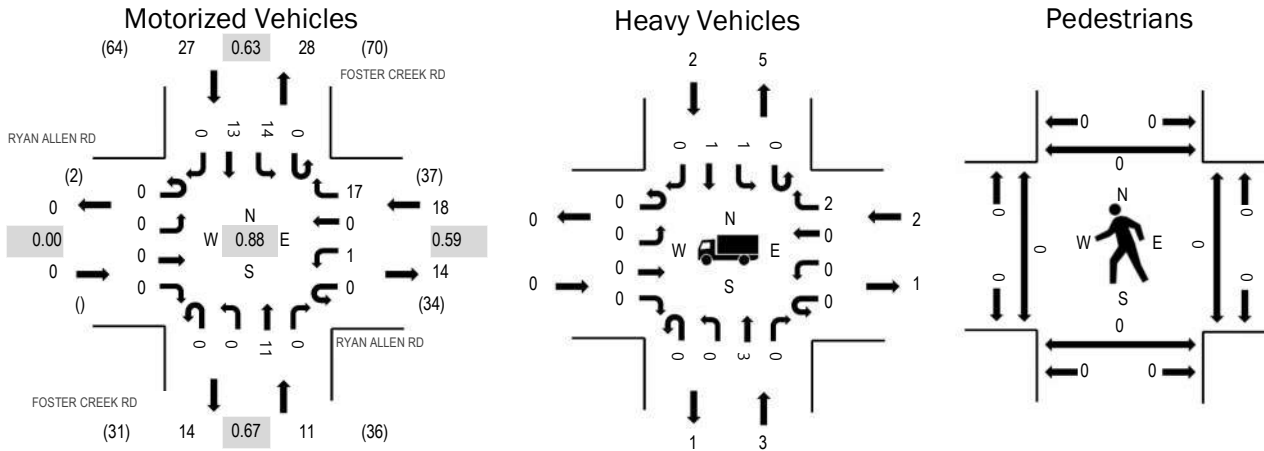
Location: 9 FOSTER CREEK RD & RYAN ALLEN RD PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

**Location:** 9 FOSTER CREEK RD & RYAN ALLEN RD PM

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

Location: 9 FOSTER CREEK RD & RYAN ALLEN RD PM

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

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



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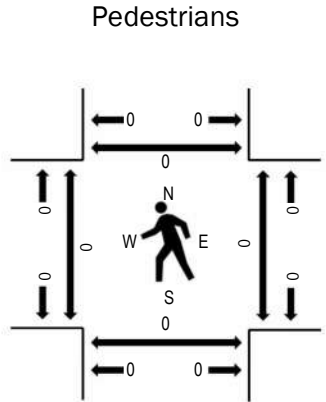
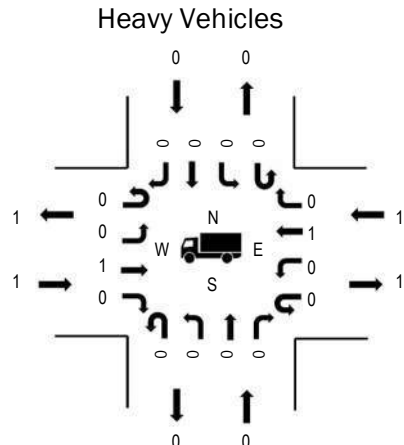
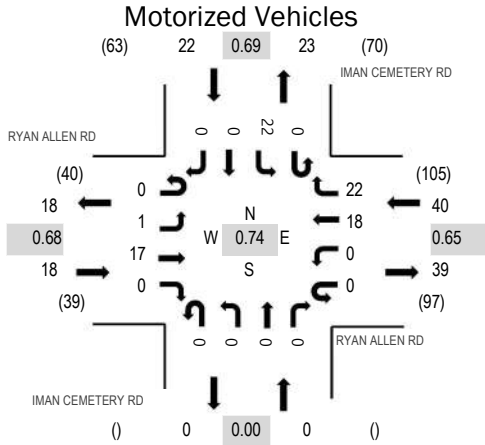
Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

**Location:** 10 IMAN CEMETERY RD & RYAN ALLEN RD PM

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

Location: 10 IMAN CEMETERY RD & RYAN ALLEN RD PM

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

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





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

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

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

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

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

Location: 13 SCHOOL ST & SW VANCOUVER AVE PM



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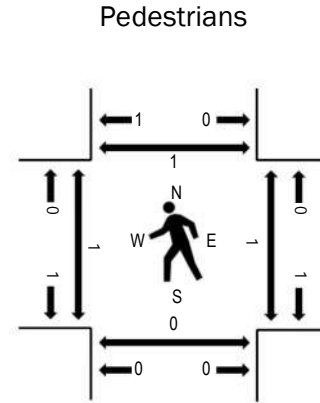
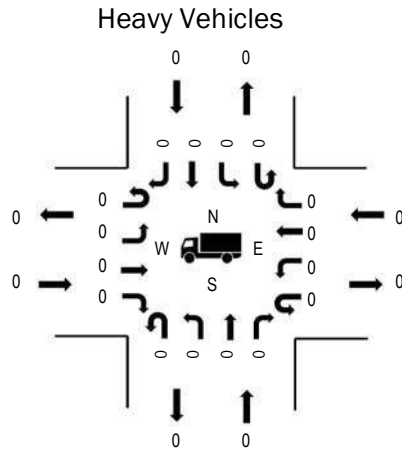
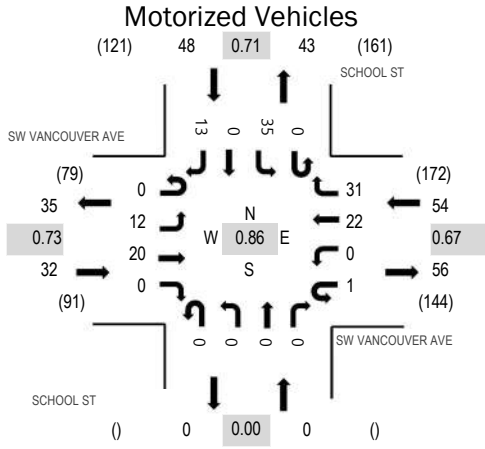
Location: 13 SCHOOL ST & SW VANCOUVER AVE PM

Date: Thursday, July 15, 2021

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

**Location:** 13 SCHOOL ST & SW VANCOUVER AVE PM

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

Location: 13 SCHOOL ST & SW VANCOUVER AVE PM

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

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





Location: 14 HOMEWARD ST & SW VANCOUVER AVE PM

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

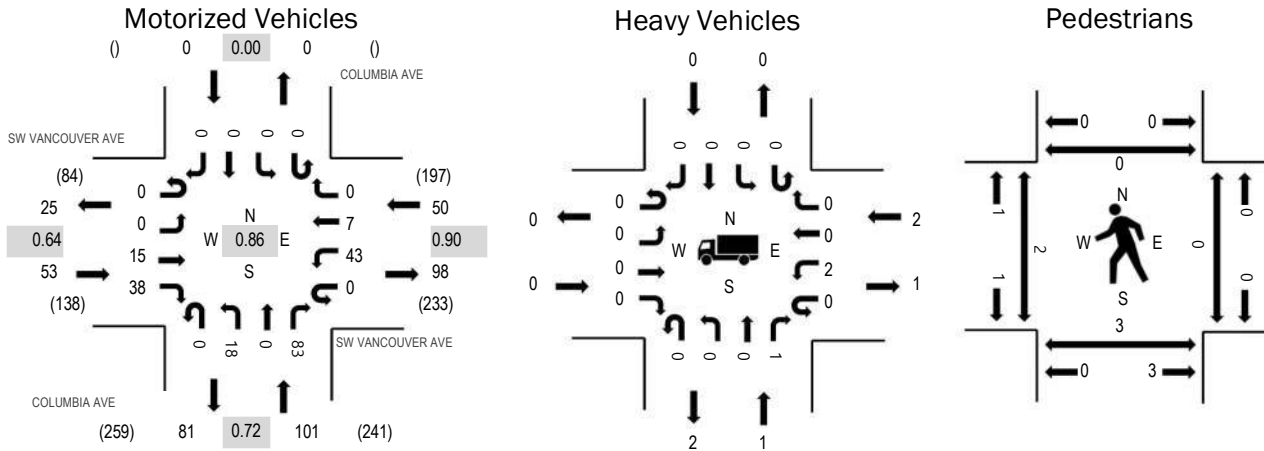
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0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





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Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE PM

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

Location: 15 COLUMBIA AVE & SW VANCOUVER AVE PM

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

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



Location: 16 KANAKA CREEK RD & LOOP RD PM

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

Location: 16 KANAKA CREEK RD & LOOP RD PM

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

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



**Location:** 17 SCHOOL ST & HOT SPRINGS ALAMEDA PM

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



Location: 17 SCHOOL ST & HOT SPRINGS ALAMEDA PM

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

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

Location: 18 FRANK JOHNS RD & LOOP RD PM



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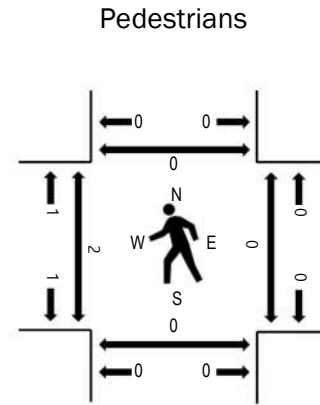
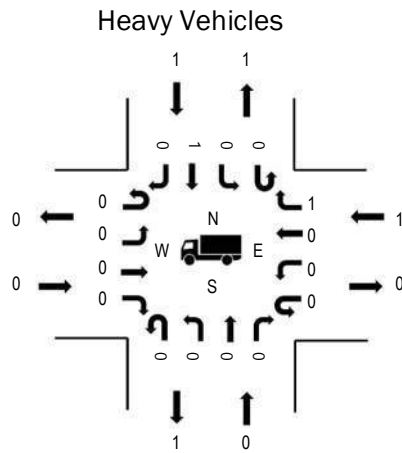
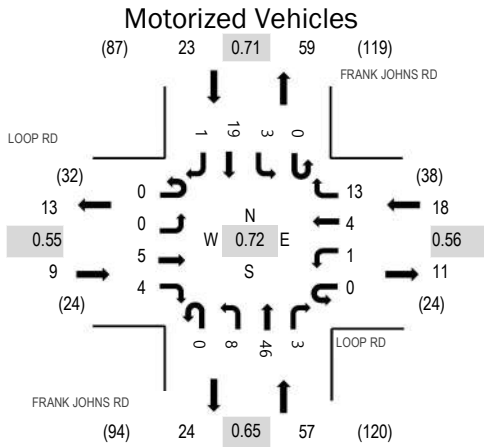
Location: 18 FRANK JOHNS RD & LOOP RD PM

Date: Thursday, July 15, 2021

Peak Hour: 04:25 PM - 05:25 PM

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

**Peak Hour**



Note: Total study counts contained in parentheses.

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

**Traffic Counts - Motorized Vehicles**

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

Location: 18 FRANK JOHNS RD & LOOP RD PM

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

Location: 18 FRANK JOHNS RD & LOOP RD PM

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

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



**Location:** 20 KANAKA CREEK RD & GROPPER RD PM

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

Location: 20 KANAKA CREEK RD & GROPPER RD PM

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

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





Location: 21 NW CHESSER RD & GROPPER RD PM

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

Location: 21 NW CHESSER RD & GROPPER RD PM

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

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

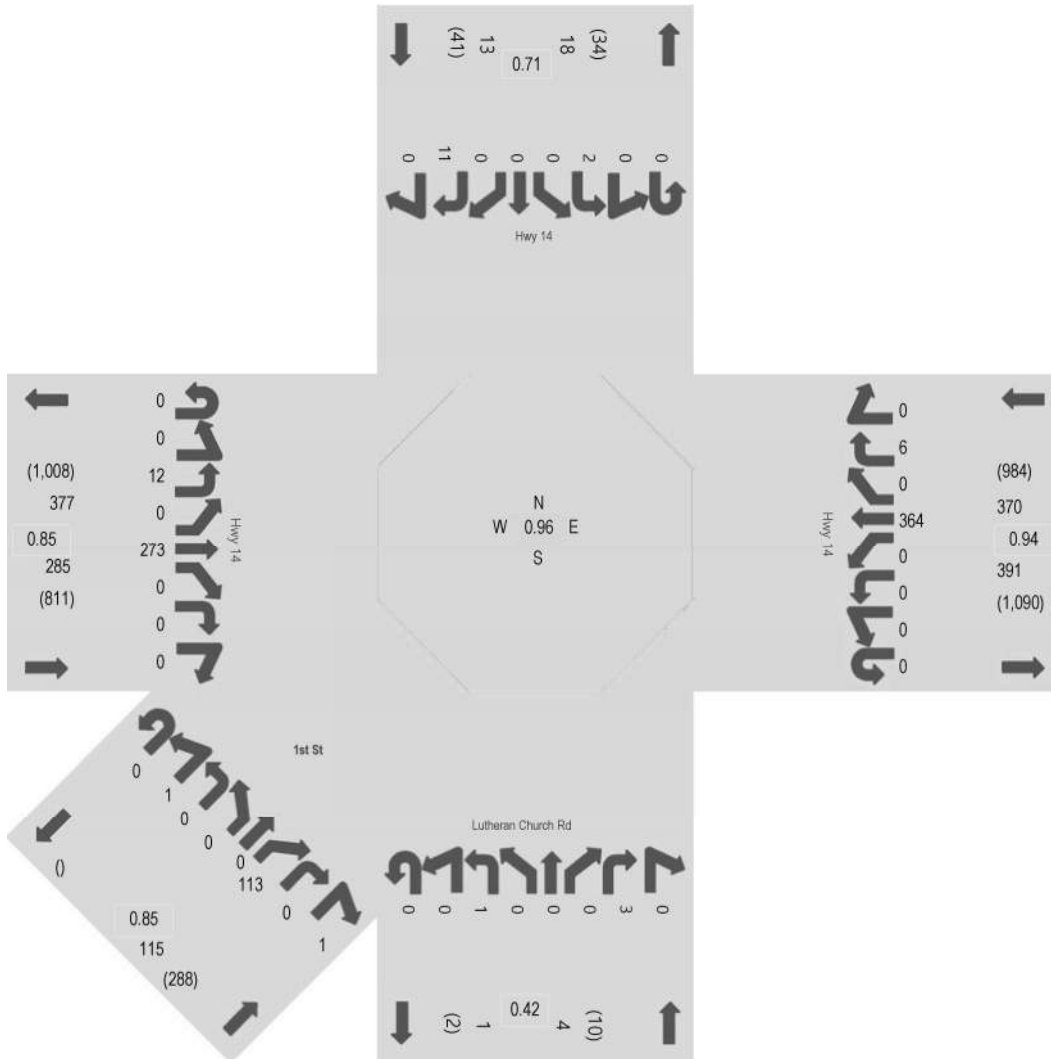
**Location:** 7 Lutheran Church Rd & Hwy 14 PM

**Date:** Thursday, July 15, 2021

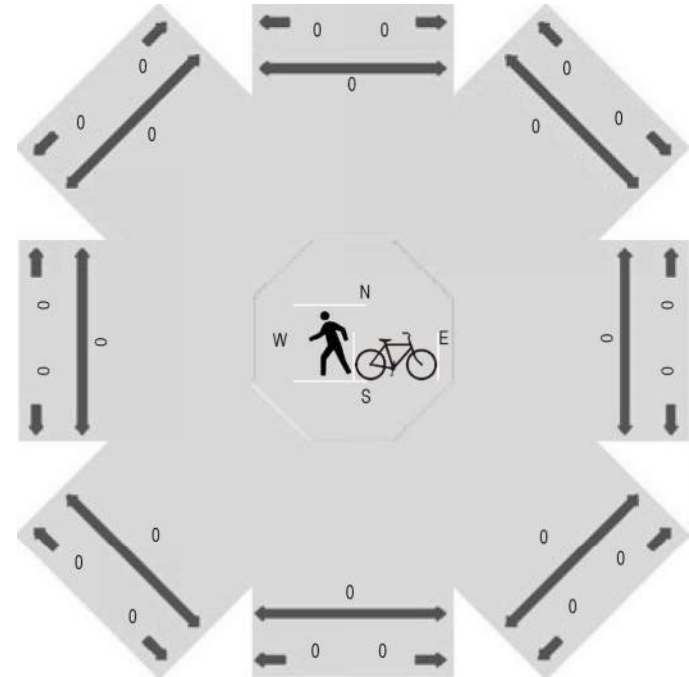
**Peak Hour:** 03:20 PM - 04:20 PM

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

**Peak Hour - Motorized Vehicles**



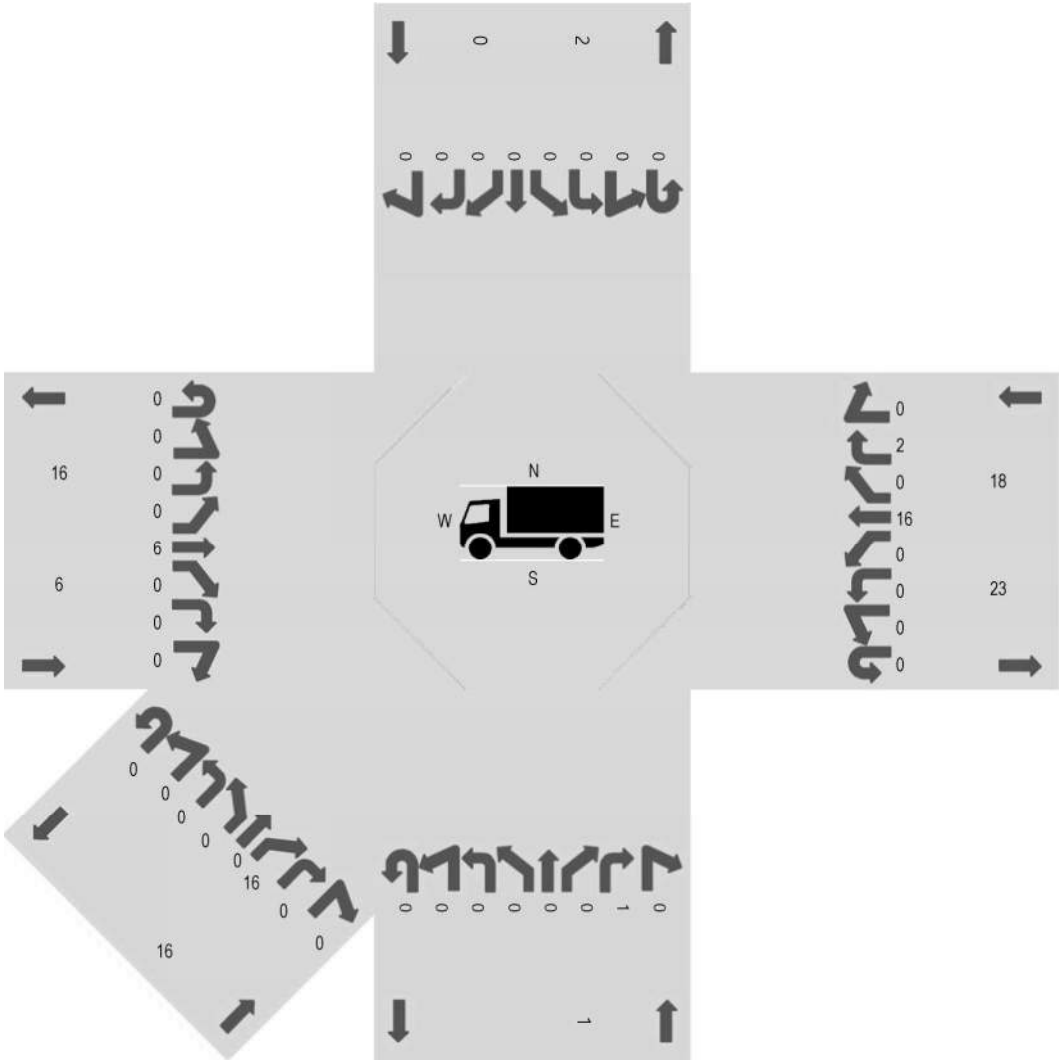
**Peak Hour - Pedestrians/Bicycles on Crosswalk**



Note: Total study counts contained in parentheses.

Location: 7 Lutheran Church Rd & Hwy 14 PM

Peak Hour - Heavy Vehicles



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

Location: 7 Lutheran Church Rd & Hwy 14 PM

Traffic Counts - Motorized Vehicles

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





**Location:** 11 Rock Creek & Rock Creek PM



Location: 11 Rock Creek & Rock Creek PM



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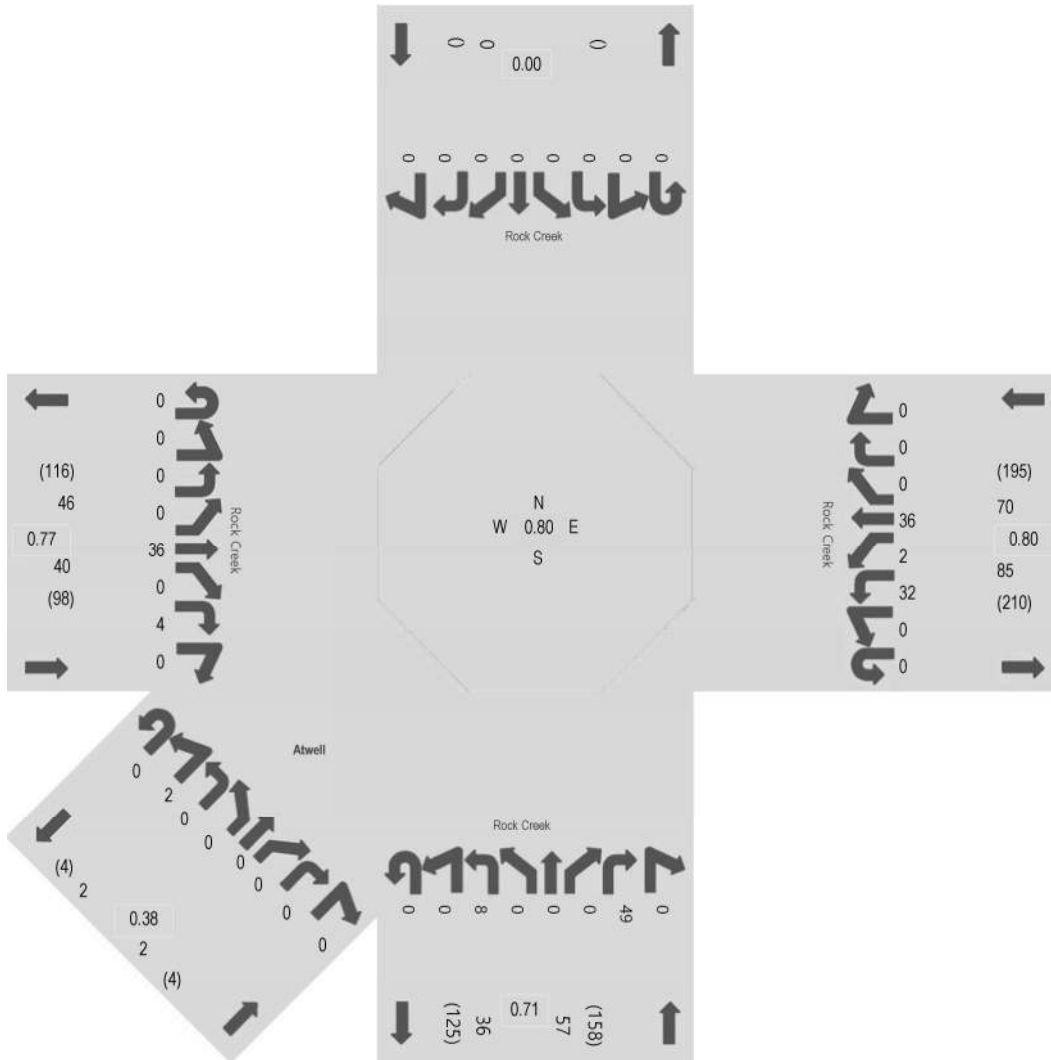
Location: 11 Rock Creek & Rock Creek PM

Date: Thursday, July 15, 2021

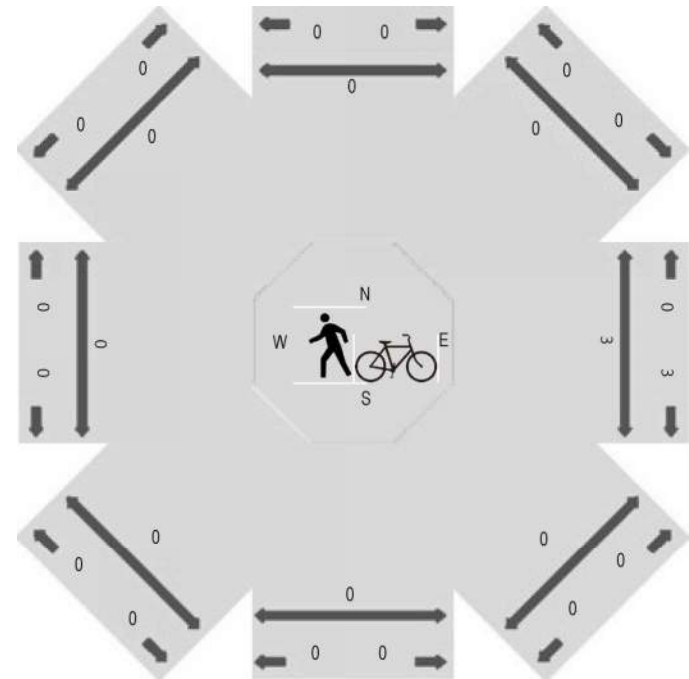
Peak Hour: 03:45 PM - 04:45 PM

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

Peak Hour - Motorized Vehicles



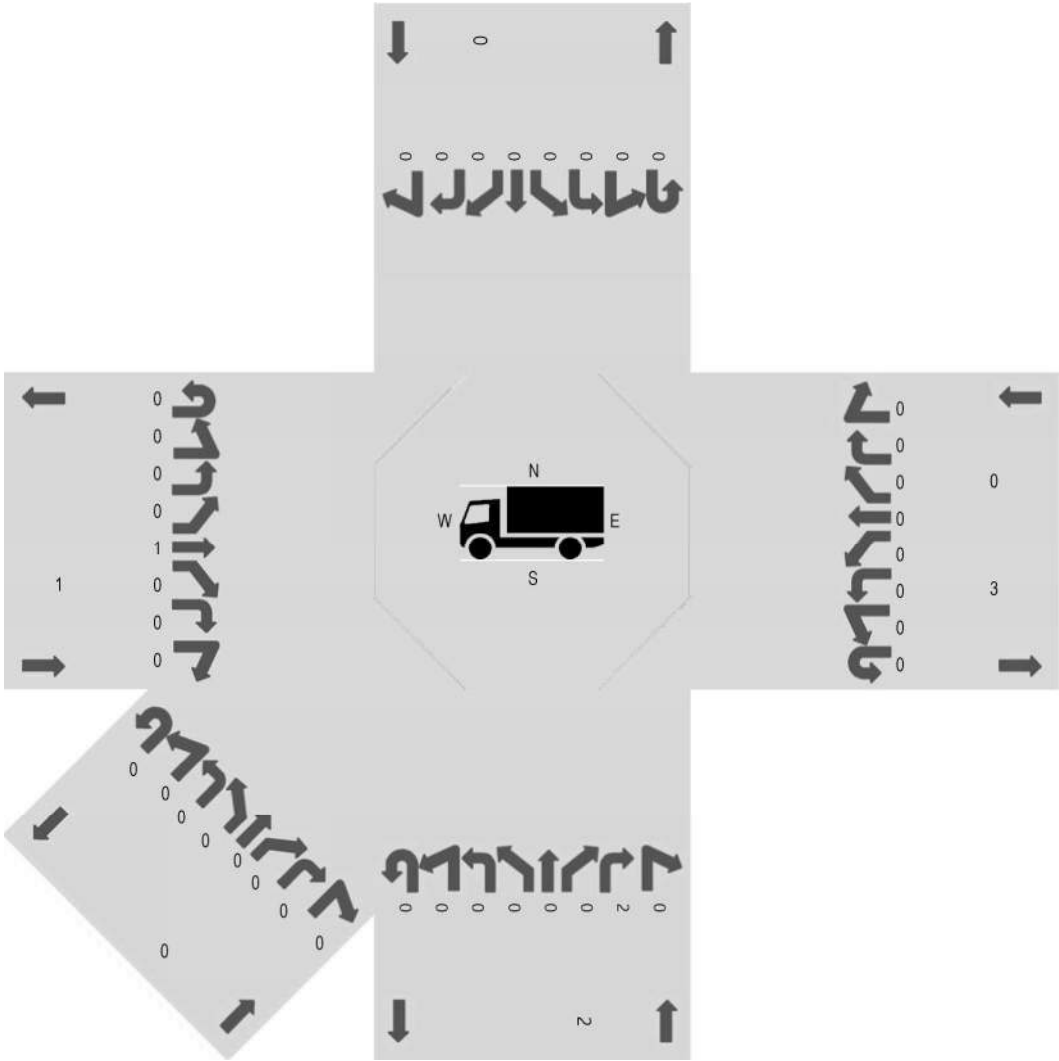
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Location: 11 Rock Creek & Rock Creek PM

Peak Hour - Heavy Vehicles



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

Location: 11 Rock Creek & Rock Creek PM

Traffic Counts - Motorized Vehicles

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



Location: 11 Rock Creek & Rock Creek PM

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

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

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

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



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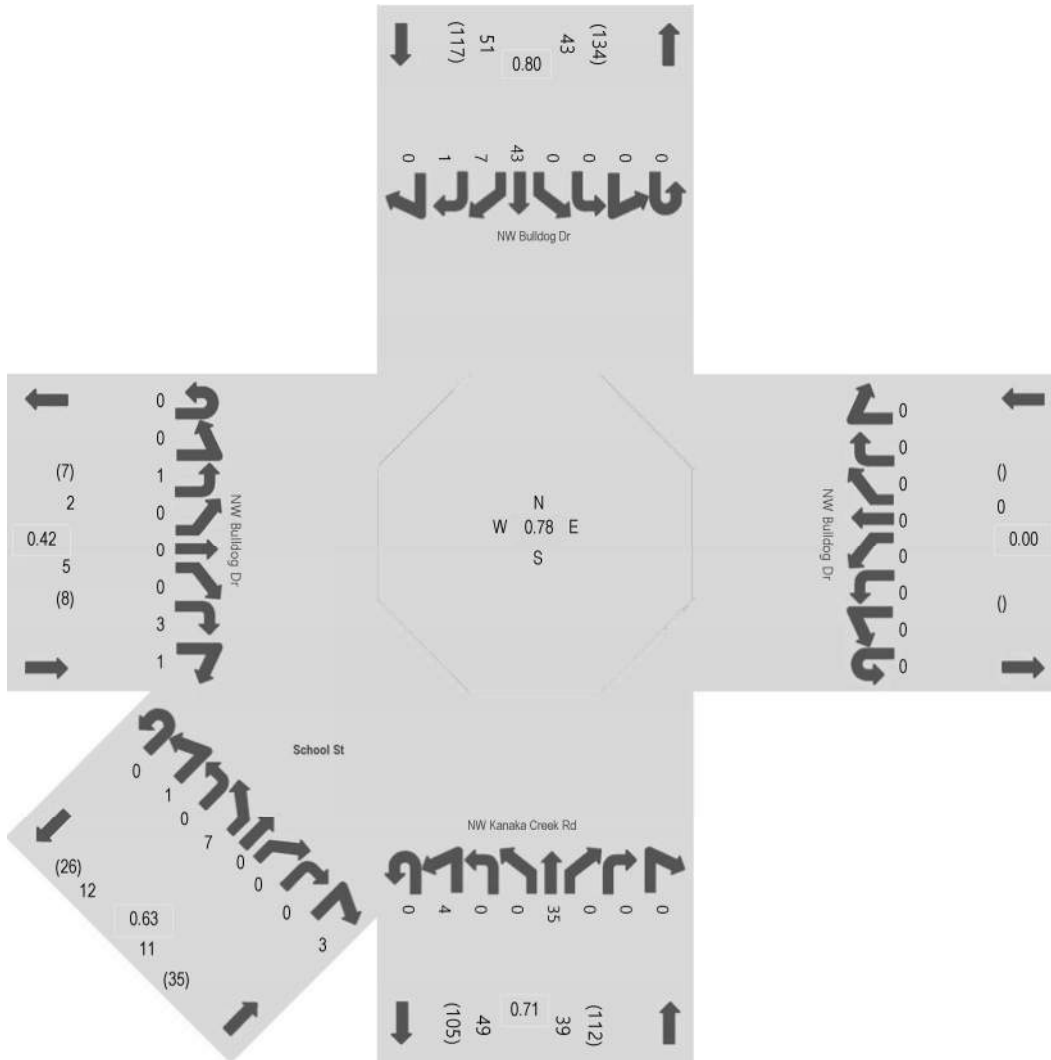
Location: 19 NW Kanaka Creek Rd & NW Bulldog Dr PM

Date: Thursday, July 15, 2021

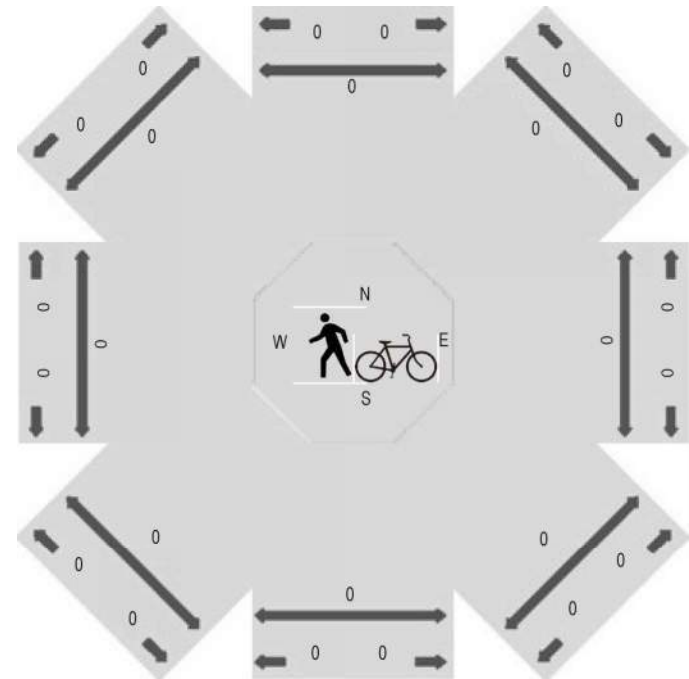
Peak Hour: 03:05 PM - 04:05 PM

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

Peak Hour - Motorized Vehicles



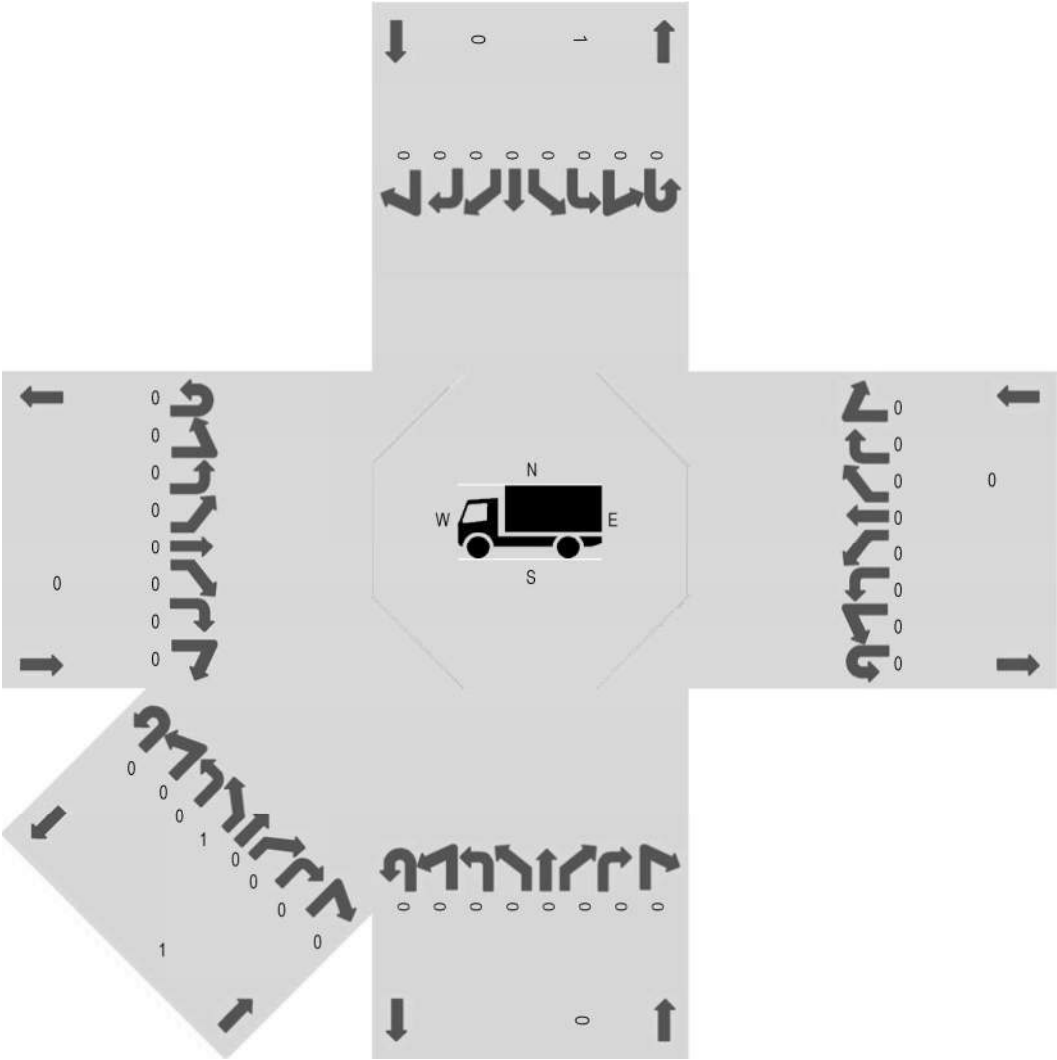
Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

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

Peak Hour - Heavy Vehicles



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



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

Traffic Counts - Motorized Vehicles

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





## Appendix B: Crash Data

### Crash History Data



Not all crashes in report occurred at study area intersections

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

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

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

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

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

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

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

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

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

## Appendix C: Sight Distance Photos

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







SW Rock Creek & SR 14 Looking West



SW Rock Creek & SR 14 Looking East



Lutheran Church Road at 2<sup>nd</sup> Street Looking West



Lutheran Church Road at 2<sup>nd</sup> Street Looking East



School Street at Kanaka Creek Road Looking North



Bulldog Drive at Kanaka Creek Road Looking North

## Appendix D: Warrant Assessment

Left-Turn Lane Warrant Analysis

Preliminary Signal Warrant Analysis



## Left-Turn Lane Warrant Analysis



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

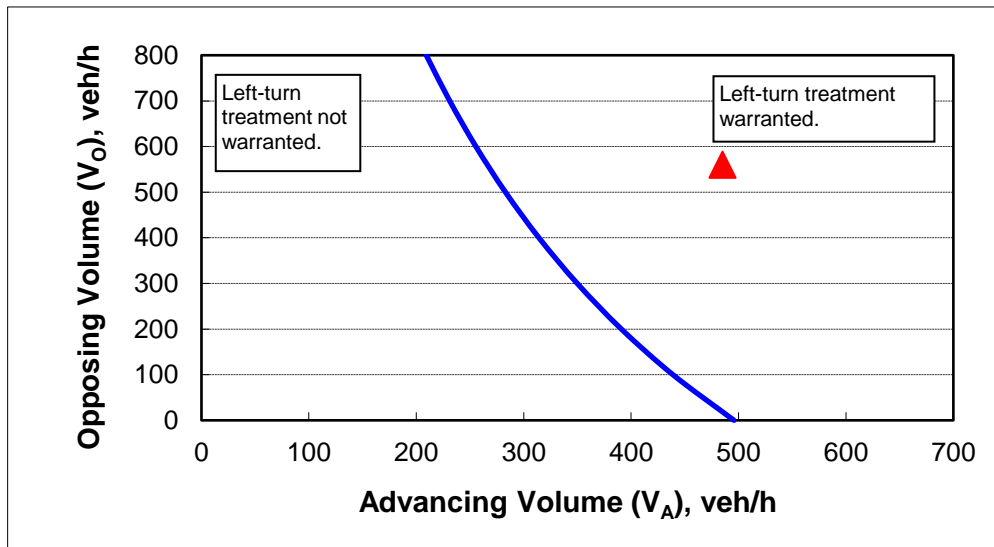
### 2-lane roadway (English)

#### INPUT

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

#### OUTPUT

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



#### CALIBRATION CONSTANTS (2-Lane Roadway)

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

## Left-Turn Lane Warrant Analysis



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

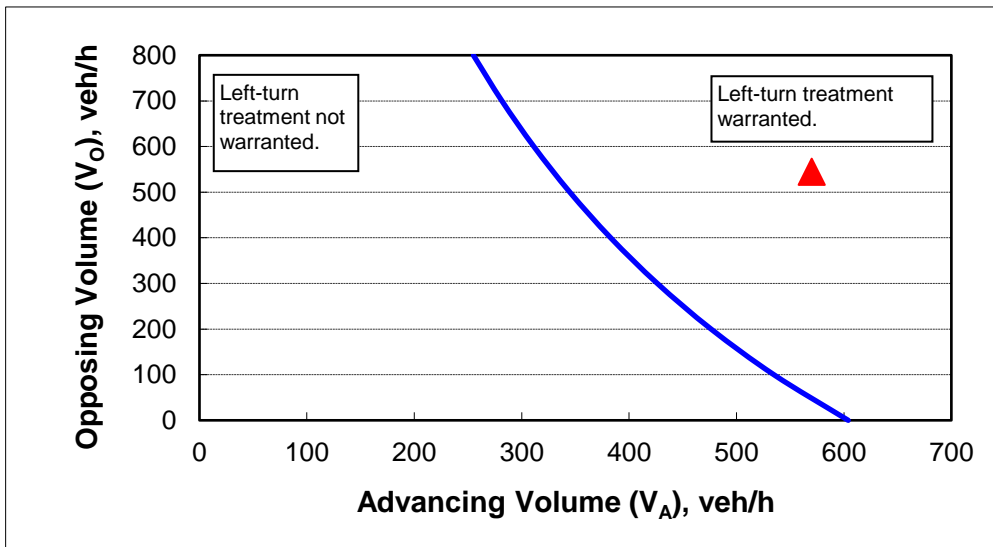
### 2-lane roadway (English)

#### INPUT

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

#### OUTPUT

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



#### CALIBRATION CONSTANTS (2-Lane Roadway)

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

## Left-Turn Lane Warrant Analysis



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

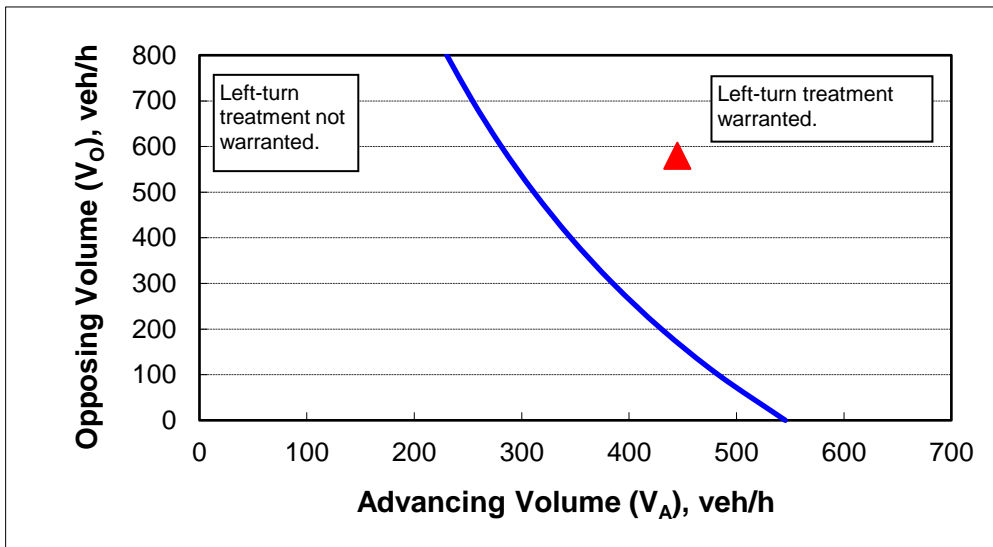
### 2-lane roadway (English)

#### INPUT

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

#### OUTPUT

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



#### CALIBRATION CONSTANTS (2-Lane Roadway)

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



## Preliminary Traffic Signal Warrant Analysis

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

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

### Warrant Used:

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

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

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

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

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





## Preliminary Traffic Signal Warrant Analysis

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

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

### Warrant Used:

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

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

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

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

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



## Preliminary Traffic Signal Warrant Analysis

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

Major Street:	SR-14	Minor Street:	SW Rock Creek Drive	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1085	PM Peak Hour Volumes:	210 60 25%	Total Rights RT Discount

### Warrant Used:

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

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

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

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	10,850	6,200	
Minor Street*	1,950	1,850	<b>Yes</b>
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	10,850	9,300	
Minor Street*	1,950	950	<b>Yes</b>
<i>Combination Warrant</i>			
Major Street	10,850	7,440	
Minor Street*	1,950	1,480	<b>Yes</b>

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



## Preliminary Traffic Signal Warrant Analysis

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

Major Street:	SR-14	Minor Street:	SW Russell Avenue	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1350	PM Peak Hour Volumes:	85 40 25%	Total Rights RT Discount

### Warrant Used:

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

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

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

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	13,500	6,200	
Minor Street*	750	1,850	<b>No</b>
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	13,500	9,300	
Minor Street*	750	950	<b>No</b>
<i>Combination Warrant</i>			
Major Street	13,500	7,440	
Minor Street*	750	1,480	<b>No</b>

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



## Preliminary Traffic Signal Warrant Analysis

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

Major Street:	SR-14	Minor Street:	Columbia Street	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1145	PM Peak Hour Volumes:	185	Total Rights RT Discount
			70	
			25%	

### Warrant Used:

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

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

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

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	11,450	6,200	
Minor Street*	1,680	1,850	<b>No</b>
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	11,450	9,300	
Minor Street*	1,680	950	<b>Yes</b>
<i>Combination Warrant</i>			
Major Street	11,450	7,440	
Minor Street*	1,680	1,480	<b>Yes</b>

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



## Preliminary Traffic Signal Warrant Analysis

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

Major Street:	SR-14	Minor Street:	NE Frank Johns Road	
Number of Lanes:	1	Number of Lanes:	1	
PM Peak Hour Volumes:	1225	PM Peak Hour Volumes:	25	Total Rights RT Discount
			10	
			25%	

### Warrant Used:

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

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

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

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	12,250	6,200	
Minor Street*	230	1,850	<b>No</b>
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	12,250	9,300	
Minor Street*	230	950	<b>No</b>
<i>Combination Warrant</i>			
Major Street	12,250	7,440	
Minor Street*	230	1,480	<b>No</b>

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

## Appendix E: Operations

Synchro Reports

Queuing Reports





## Level of Service Definitions

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

- *Level of service A:* Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.
- *Level of service B:* Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.
- *Level of service C:* Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.
- *Level of service D:* Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.
- *Level of service E:* Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.
- *Level of service F:* Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



Level of Service Criteria  
For Signalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Level of Service Criteria  
For Unsignalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50



HCM 6th TWSC  
1: SR-14 & Rock Creek Drive

11/21/2022

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶		↶	↷
Traffic Vol, veh/h	70	331	327	24	12	63
Future Vol, veh/h	70	331	327	24	12	63
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	75	356	352	26	13	68

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	383	0	-	0	881 375
Stage 1	-	-	-	-	370 -
Stage 2	-	-	-	-	511 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	1165	-	-	-	318 674
Stage 1	-	-	-	-	701 -
Stage 2	-	-	-	-	604 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1159	-	-	-	294 668
Mov Cap-2 Maneuver	-	-	-	-	294 -
Stage 1	-	-	-	-	652 -
Stage 2	-	-	-	-	601 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1159	-	-	-	294	668
HCM Lane V/C Ratio	0.065	-	-	-	0.044	0.101
HCM Control Delay (s)	8.3	-	-	-	17.8	11
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.3

HCM 6th TWSC  
2: 1st Street & SR-14

11/21/2022

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	99	14	289	65	28
Future Vol, veh/h	263	99	14	289	65	28
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	289	109	15	318	71	31

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	403	0	702
Stage 1	-	-	-	-	349
Stage 2	-	-	-	-	353
Critical Hdwy	-	-	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.236	-	3.536
Pot Cap-1 Maneuver	-	-	1145	-	401
Stage 1	-	-	-	-	710
Stage 2	-	-	-	-	707
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1140	-	391
Mov Cap-2 Maneuver	-	-	-	-	391
Stage 1	-	-	-	-	706
Stage 2	-	-	-	-	692

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1140	-
HCM Lane V/C Ratio	0.228	-	-	0.013	-
HCM Control Delay (s)	15.4	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

HCM 6th TWSC  
3: SR-14 & Rock Creek Drive

11/21/2022

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	27	265	257	113	123	36
Future Vol, veh/h	27	265	257	113	123	36
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	4	4	3	3
Mvmt Flow	29	282	273	120	131	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	398	0	-	0	683 343
Stage 1	-	-	-	-	338 -
Stage 2	-	-	-	-	345 -
Critical Hdwy	4.12	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1161	-	-	-	413 697
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	715 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1155	-	-	-	396 690
Mov Cap-2 Maneuver	-	-	-	-	396 -
Stage 1	-	-	-	-	695 -
Stage 2	-	-	-	-	711 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1155	-	-	-	396	690
HCM Lane V/C Ratio	0.025	-	-	-	0.33	0.056
HCM Control Delay (s)	8.2	0	-	-	18.5	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.2

HCM 6th TWSC  
4: Russell Avenue & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	↕
Traffic Vol, veh/h	27	352	34	19	386	30	0	0	0	13	9	28
Future Vol, veh/h	27	352	34	19	386	30	0	0	0	13	9	28
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	3	3	3	0	0	0	0	0	0
Mvmt Flow	28	363	35	20	398	31	0	0	0	13	9	29

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	434	0	0	403	0	0		901	918	424
Stage 1	-	-	-	-	-	-		459	459	-
Stage 2	-	-	-	-	-	-		442	459	-
Critical Hdwy	4.11	-	-	4.13	-	-		6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.4	5.5	-
Follow-up Hdwy	2.209	-	-	2.227	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	1131	-	-	1150	-	-		311	274	634
Stage 1	-	-	-	-	-	-		641	570	-
Stage 2	-	-	-	-	-	-		652	570	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	1126	-	-	1150	-	-		291	0	628
Mov Cap-2 Maneuver	-	-	-	-	-	-		291	0	-
Stage 1	-	-	-	-	-	-		617	0	-
Stage 2	-	-	-	-	-	-		634	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0.4	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1126	-	-	1150	-	-	291	628
HCM Lane V/C Ratio	0.025	-	-	0.017	-	-	0.078	0.046
HCM Control Delay (s)	8.3	0	-	8.2	0	-	18.4	11
HCM Lane LOS	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.3	0.1

HCM 6th TWSC  
5: Columbia Street & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	54	294	7	0	372	33	7	5	5	62	6	47
Future Vol, veh/h	54	294	7	0	372	33	7	5	5	62	6	47
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	6	6	6	0	0	0	1	1	1
Mvmt Flow	56	306	7	0	388	34	7	5	5	65	6	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	427	0	0	318	0	0	865	854	320	842	840	415
Stage 1	-	-	-	-	-	-	427	427	-	410	410	-
Stage 2	-	-	-	-	-	-	438	427	-	432	430	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1122	-	-	1220	-	-	276	298	725	285	303	640
Stage 1	-	-	-	-	-	-	610	589	-	621	597	-
Stage 2	-	-	-	-	-	-	601	589	-	604	585	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1117	-	-	1214	-	-	237	277	718	263	282	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	277	-	263	282	-
Stage 1	-	-	-	-	-	-	570	550	-	581	594	-
Stage 2	-	-	-	-	-	-	546	586	-	555	546	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			17.2			18.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	312	1117	-	-	1214	-	-	263	556
HCM Lane V/C Ratio	0.057	0.05	-	-	-	-	-	0.246	0.099
HCM Control Delay (s)	17.2	8.4	0	-	0	-	-	23.1	12.2
HCM Lane LOS	C	A	A	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.9	0.3

HCM 6th TWSC  
6: NE Frank Johns Road & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	9	331	8	27	379	5	5	5	0	9	5	6
Future Vol, veh/h	9	331	8	27	379	5	5	5	0	9	5	6
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	6	6	6	0	0	0	7	7	7
Mvmt Flow	10	356	9	29	408	5	5	5	0	10	5	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	370	0	0	865	862	371	862	864	421
Stage 1	-	-	-	-	-	-	386	386	-	474	474	-
Stage 2	-	-	-	-	-	-	479	476	-	388	390	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	1136	-	-	1167	-	-	276	295	679	270	287	622
Stage 1	-	-	-	-	-	-	641	614	-	562	549	-
Stage 2	-	-	-	-	-	-	571	560	-	626	599	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1131	-	-	1161	-	-	259	282	673	257	274	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	282	-	257	274	-
Stage 1	-	-	-	-	-	-	631	604	-	553	533	-
Stage 2	-	-	-	-	-	-	543	543	-	611	589	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			18.9			17.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1131	-	-	1161	-	-	317
HCM Lane V/C Ratio	0.04	0.009	-	-	0.025	-	-	0.068
HCM Control Delay (s)	18.9	8.2	0	-	8.2	-	-	17.2
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

HCM 6th TWSC  
7: 1st Street & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔	↔		↔
Traffic Vol, veh/h	13	304	0	0	405	7	0	0	129	5	0	79
Future Vol, veh/h	13	304	0	0	405	7	0	0	129	5	0	79
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	35
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	5	5	5	14	14	14	0	0	0
Mvmt Flow	14	317	0	0	422	7	0	0	134	5	0	82

Major/Minor	Major1		Major2				Minor2	
Conflicting Flow All	434	0	-	-	-	0	781	- 436
Stage 1	-	-	-	-	-	-	431	- -
Stage 2	-	-	-	-	-	-	350	- -
Critical Hdwy	4.12	-	-	-	-	-	6.4	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	- -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	- -
Follow-up Hdwy	2.218	-	-	-	-	-	3.5	- 3.3
Pot Cap-1 Maneuver	1126	-	0	0	-	-	366	0 625
Stage 1	-	-	0	0	-	-	660	0 -
Stage 2	-	-	0	0	-	-	718	0 -
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	1121	-	-	-	-	-	357	0 619
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	0 -
Stage 1	-	-	-	-	-	-	647	0 -
Stage 2	-	-	-	-	-	-	714	0 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1121	-	-	-	357	619
HCM Lane V/C Ratio	0.012	-	-	-	0.015	0.133
HCM Control Delay (s)	8.3	0	-	-	15.2	11.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.5

HCM 6th TWSC  
8: Rock Creek Drive & Foster Creek Road

11/21/2022

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	17	9	67	55	5
Future Vol, veh/h	5	17	9	67	55	5
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	20	10	77	63	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	173	76	74	0	0
Stage 1	71	-	-	-	-
Stage 2	102	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	822	991	1538	-	-
Stage 1	957	-	-	-	-
Stage 2	927	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	808	982	1531	-	-
Mov Cap-2 Maneuver	808	-	-	-	-
Stage 1	946	-	-	-	-
Stage 2	922	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	936	-	-
HCM Lane V/C Ratio	0.007	-	0.027	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



HCM 6th TWSC  
 9: Foster Creek Road & Ryan Allen Road

11/21/2022

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	17	13	0	17	18
Future Vol, veh/h	5	17	13	0	17	18
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	20	15	0	20	21

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	86	25	0	0	20	0
Stage 1	20	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	920	1057	-	-	1609	-
Stage 1	1008	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	899	1047	-	-	1601	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	3.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1601
HCM Lane V/C Ratio	-	-	0.025	0.012
HCM Control Delay (s)	-	-	8.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC  
 10: Ryan Allen Road & Iman Cemetery Road

11/21/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	19	21	25	25	0
Future Vol, veh/h	5	19	21	25	25	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	7	26	28	34	34	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	95 55
Stage 1	-	-	-	-	50 -
Stage 2	-	-	-	-	45 -
Critical Hdwy	4.16	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.254	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1509	-	-	-	909 1018
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	983 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1502	-	-	-	895 1008
Mov Cap-2 Maneuver	-	-	-	-	895 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	978 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1502	-	-	-	895
HCM Lane V/C Ratio	0.004	-	-	-	0.038
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC

11: Rock Creek Drive & Ryan Allen Road/SW Attwell Road

11/21/2022

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	5	0	0	5	0	9	0	53	0	35	39
Future Vol, veh/h	38	5	0	0	5	0	9	0	53	0	35	39
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	48	6	0	0	6	0	11	0	66	0	44	49

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	137	167	79	137	158	43	98	0	0	71	0	0
Stage 1	74	74	-	60	60	-	-	-	-	-	-	-
Stage 2	63	93	-	77	98	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	838	729	987	838	738	1033	1483	-	-	1523	-	-
Stage 1	940	837	-	957	849	-	-	-	-	-	-	-
Stage 2	953	822	-	937	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	820	716	978	820	725	1023	1476	-	-	1516	-	-
Mov Cap-2 Maneuver	820	716	-	820	725	-	-	-	-	-	-	-
Stage 1	928	833	-	945	838	-	-	-	-	-	-	-
Stage 2	934	811	-	926	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10	1.1	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1476	-	-	806	725	1516	-
HCM Lane V/C Ratio	0.008	-	-	0.067	0.009	-	-
HCM Control Delay (s)	7.5	0	-	9.8	10	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	23	87	93	18	20	28
Future Vol, veh/h	23	87	93	18	20	28
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	113	121	23	26	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	149	0	-	0	316
Stage 1	-	-	-	-	138
Stage 2	-	-	-	-	178
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	1445	-	-	-	681
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	858
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1438	-	-	-	659
Mov Cap-2 Maneuver	-	-	-	-	659
Stage 1	-	-	-	-	870
Stage 2	-	-	-	-	854

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1438	-	-	-	781
HCM Lane V/C Ratio	0.021	-	-	-	0.08
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC  
13: Vancouver Avenue & School Street

11/21/2022

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	13	21	25	37	33	16
Future Vol, veh/h	13	21	25	37	33	16
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	26	31	46	41	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	82	0	-	0	122 64
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	63 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1528	-	-	-	878 1006
Stage 1	-	-	-	-	969 -
Stage 2	-	-	-	-	965 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1521	-	-	-	860 996
Mov Cap-2 Maneuver	-	-	-	-	860 -
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	960 -

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1521	-	-	-	900
HCM Lane V/C Ratio	0.011	-	-	-	0.068
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC  
14: Vancouver Avenue & Homeward Street

11/21/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	47	46	0	20	20
Future Vol, veh/h	0	47	46	0	20	20
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	65	64	0	28	28
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	69	0	-	0	139	74
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1545	-	-	-	859	993
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1538	-	-	-	850	984
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	953	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.2			
HCM LOS						A
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1538	-	-	-	912	
HCM Lane V/C Ratio	-	-	-	-	0.061	
HCM Control Delay (s)	0	-	-	-	9.2	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC  
15: Columbia Street & Vancouver Avenue

11/21/2022

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	13	37	80	18	0	23	0	64	0	0	0
Future Vol, veh/h	0	13	37	80	18	0	23	0	64	0	0	0
Conflicting Peds, #/hr	0	0	5	5	0	0	5	0	5	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	86	86	86	86	95	86	95	86	95	95	95
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	0	15	43	93	21	0	27	0	74	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	139	-	110	102	-	6	0	0	79	0	0
Stage 1	-	6	-	96	96	-	-	-	-	-	-	-
Stage 2	-	133	-	14	6	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	7.1	6.5	-	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	3.5	4	-	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	756	0	873	792	0	1628	-	-	1519	-	-
Stage 1	0	895	0	916	819	0	-	-	-	-	-	-
Stage 2	0	790	0	1011	895	0	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	735	-	840	770	-	1620	-	-	1512	-	-
Mov Cap-2 Maneuver	-	735	-	840	770	-	-	-	-	-	-	-
Stage 1	-	891	-	895	800	-	-	-	-	-	-	-
Stage 2	-	772	-	989	891	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s			10.1		1.9		0	
HCM LOS	-		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	826	1512	-
HCM Lane V/C Ratio	0.017	-	-	-	0.138	-	-
HCM Control Delay (s)	7.3	0	-	-	10.1	0	-
HCM Lane LOS	A	A	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	62	5	10	5	44	39	5	5	41	5
Future Vol, veh/h	6	0	62	5	10	5	44	39	5	5	41	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Stop
Storage Length	35	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	0	0	0	0	0	0	3	3	3
Mvmt Flow	7	0	68	5	11	5	48	43	5	5	45	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	215	209	55	207	207	56	50	0	0	53	0	0
Stage 1	60	60	-	147	147	-	-	-	-	-	-	-
Stage 2	155	149	-	60	60	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	737	684	1006	755	693	1016	1570	-	-	1546	-	-
Stage 1	946	841	-	860	779	-	-	-	-	-	-	-
Stage 2	843	770	-	957	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	698	653	996	678	662	1006	1563	-	-	1539	-	-
Mov Cap-2 Maneuver	698	653	-	678	662	-	-	-	-	-	-	-
Stage 1	911	834	-	828	750	-	-	-	-	-	-	-
Stage 2	796	742	-	885	842	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		10.1		3.7		0.7	
HCM LOS	A		B					




Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	698	1092	729	1539	-	-
HCM Lane V/C Ratio	0.031	-	-	0.009	0.062	0.03	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10.2	8.5	10.1	7.3	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0.1	0	-	-



HCM 6th AWSC  
 17: School Street & Hot Springs Alameda Road

11/21/2022

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	28	26	13	9	5
Future Vol, veh/h	5	28	26	13	9	5
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	38	36	18	12	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.4	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	67%	15%	0%
Vol Thru, %	33%	0%	64%
Vol Right, %	0%	85%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	39	33	14
LT Vol	26	5	0
Through Vol	13	0	9
RT Vol	0	28	5
Lane Flow Rate	53	45	19
Geometry Grp	1	1	1
Degree of Util (X)	0.061	0.045	0.02
Departure Headway (Hd)	4.127	3.545	3.804
Convergence, Y/N	Yes	Yes	Yes
Cap	871	1007	941
Service Time	2.139	1.578	1.826
HCM Lane V/C Ratio	0.061	0.045	0.02
HCM Control Delay	7.4	6.7	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	5	6	5	5	5	23	0	5	32	5
Future Vol, veh/h	0	5	5	6	5	5	5	23	0	5	32	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	6	6	7	6	6	6	27	0	6	38	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	114	108	57	114	117	37	61	0	0	32	0	0
Stage 1	64	64	-	44	44	-	-	-	-	-	-	-
Stage 2	50	44	-	70	73	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	868	786	1015	868	777	1041	1555	-	-	1593	-	-
Stage 1	952	846	-	975	862	-	-	-	-	-	-	-
Stage 2	968	862	-	945	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	845	772	1005	845	763	1031	1548	-	-	1585	-	-
Mov Cap-2 Maneuver	845	772	-	845	763	-	-	-	-	-	-	-
Stage 1	943	838	-	966	854	-	-	-	-	-	-	-
Stage 2	947	854	-	925	830	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		9.3		1.3		0.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1548	-	-	873	865	1585	-
HCM Lane V/C Ratio	0.004	-	-	0.013	0.022	0.004	-
HCM Control Delay (s)	7.3	0	-	9.2	9.3	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 6th TWSC  
 19: Kanaka Creek Road & School Street/Bulldog Drive

11/21/2022

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	8	0	0	0	5	42	0	0	51	10
Future Vol, veh/h	11	0	8	0	0	0	5	42	0	0	51	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	0	0	0
Mvmt Flow	14	0	10	0	0	0	6	54	0	0	65	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	148	148	82	153	154	64	83	0	0	59	0	0
Stage 1	77	77	-	71	71	-	-	-	-	-	-	-
Stage 2	71	71	-	82	83	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	825	747	983	819	741	1006	1508	-	-	1558	-	-
Stage 1	937	835	-	944	840	-	-	-	-	-	-	-
Stage 2	944	840	-	931	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	814	737	974	800	731	996	1501	-	-	1551	-	-
Mov Cap-2 Maneuver	814	737	-	800	731	-	-	-	-	-	-	-
Stage 1	929	831	-	936	832	-	-	-	-	-	-	-
Stage 2	936	832	-	917	826	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		0		0.8		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1501	-	-	874	-	1551	-
HCM Lane V/C Ratio	0.004	-	-	0.028	-	-	-
HCM Control Delay (s)	7.4	0	-	9.2	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

HCM 6th TWSC  
20: Gropper Road & Kanaka Creek Road

11/21/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	25	11	35	36	5
Future Vol, veh/h	0	25	11	35	36	5
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	33	15	47	48	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	82 49
Stage 1	-	-	-	-	44 -
Stage 2	-	-	-	-	38 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1547	-	-	-	925 1025
Stage 1	-	-	-	-	984 -
Stage 2	-	-	-	-	990 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1540	-	-	-	916 1015
Mov Cap-2 Maneuver	-	-	-	-	916 -
Stage 1	-	-	-	-	979 -
Stage 2	-	-	-	-	985 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	927
HCM Lane V/C Ratio	-	-	-	-	0.059
HCM Control Delay (s)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC  
21: NW Chesser Road & Gropper Road

11/21/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	5	5	9	8	5
Future Vol, veh/h	14	5	5	9	8	5
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	7	7	13	12	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	32	0	61
Stage 1	-	-	-	-	29
Stage 2	-	-	-	-	32
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1593	-	950
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	996
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1585	-	937
Mov Cap-2 Maneuver	-	-	-	-	937
Stage 1	-	-	-	-	994
Stage 2	-	-	-	-	987

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	972	-	-	1585	-
HCM Lane V/C Ratio	0.019	-	-	0.005	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC  
1: SR-14 & Rock Creek Drive

11/21/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↙	↗
Traffic Vol, veh/h	175	460	440	120	25	75
Future Vol, veh/h	175	460	440	120	25	75
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	184	484	463	126	26	79

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	594	0	-	0	1388 536
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	857 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	972	-	-	-	158 547
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	967	-	-	-	127 542
Mov Cap-2 Maneuver	-	-	-	-	127 -
Stage 1	-	-	-	-	477 -
Stage 2	-	-	-	-	415 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	-	127	542
HCM Lane V/C Ratio	0.19	-	-	-	0.207	0.146
HCM Control Delay (s)	9.6	-	-	-	40.6	12.8
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.7	0.5

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	190	105	380	90	55
Future Vol, veh/h	370	190	105	380	90	55
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	389	200	111	400	95	58

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	594	0	1121
Stage 1	-	-	-	-	494
Stage 2	-	-	-	-	627
Critical Hdwy	-	-	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.236	-	3.536
Pot Cap-1 Maneuver	-	-	972	-	226
Stage 1	-	-	-	-	609
Stage 2	-	-	-	-	529
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	967	-	191
Mov Cap-2 Maneuver	-	-	-	-	191
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	449

Approach	EB	WB	NB
HCM Control Delay, s	0	2	38.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	255	-	-	967	-
HCM Lane V/C Ratio	0.599	-	-	0.114	-
HCM Control Delay (s)	38.2	-	-	9.2	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	3.5	-	-	0.4	-

HCM 6th TWSC  
3: SR-14 & Rock Creek Drive

11/21/2022

Intersection						
Int Delay, s/veh	11.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	110	365	380	215	150	60
Future Vol, veh/h	110	365	380	215	150	60
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	3	3
Mvmt Flow	116	384	400	226	158	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1139 523
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	621 -
Critical Hdwy	4.12	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	951	-	-	-	222 552
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	534 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	946	-	-	-	186 547
Mov Cap-2 Maneuver	-	-	-	-	186 -
Stage 1	-	-	-	-	501 -
Stage 2	-	-	-	-	531 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	62.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	946	-	-	-	186	547
HCM Lane V/C Ratio	0.122	-	-	-	0.849	0.115
HCM Control Delay (s)	9.3	0	-	-	82.8	12.4
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	6.1	0.4



Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	↕
Traffic Vol, veh/h	110	435	115	100	475	115	0	0	0	25	20	40
Future Vol, veh/h	110	435	115	100	475	115	0	0	0	25	20	40
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	3	3	3	0	0	0	0	0	0
Mvmt Flow	116	458	121	105	500	121	0	0	0	26	21	42

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	626	0	0	584	0	0	1532	1592	571
Stage 1	-	-	-	-	-	-	776	776	-
Stage 2	-	-	-	-	-	-	756	816	-
Critical Hdwy	4.11	-	-	4.13	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	960	-	-	986	-	-	130	108	524
Stage 1	-	-	-	-	-	-	457	410	-
Stage 2	-	-	-	-	-	-	467	393	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	955	-	-	986	-	-	88	0	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	0	-
Stage 1	-	-	-	-	-	-	372	0	-
Stage 2	-	-	-	-	-	-	388	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	1.3	51.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	955	-	-	986	-	-	88	519
HCM Lane V/C Ratio	0.121	-	-	0.107	-	-	0.538	0.081
HCM Control Delay (s)	9.3	0	-	9.1	0	-	85.9	12.5
HCM Lane LOS	A	A	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	0.4	-	-	2.4	0.3

HCM 6th TWSC  
5: Columbia Street & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	125	365	85	0	455	115	10	10	10	85	30	70
Future Vol, veh/h	125	365	85	0	455	115	10	10	10	85	30	70
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	6	6	6	0	0	0	1	1	1
Mvmt Flow	132	384	89	0	479	121	11	11	11	89	32	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	605	0	0	478	0	0	1296	1303	439	1254	1287	550
Stage 1	-	-	-	-	-	-	698	698	-	545	545	-
Stage 2	-	-	-	-	-	-	598	605	-	709	742	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	963	-	-	1064	-	-	140	162	622	149	165	537
Stage 1	-	-	-	-	-	-	434	445	-	524	520	-
Stage 2	-	-	-	-	-	-	492	491	-	427	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	958	-	-	1059	-	-	84	130	616	117	132	532
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	130	-	117	132	-
Stage 1	-	-	-	-	-	-	350	359	-	422	517	-
Stage 2	-	-	-	-	-	-	396	489	-	328	342	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			37.8			59.1		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	141	958	-	-	1059	-	-	117	279
HCM Lane V/C Ratio	0.224	0.137	-	-	-	-	-	0.765	0.377
HCM Control Delay (s)	37.8	9.4	0	-	0	-	-	98.6	25.5
HCM Lane LOS	E	A	A	-	A	-	-	F	D
HCM 95th %tile Q(veh)	0.8	0.5	-	-	0	-	-	4.3	1.7

HCM 6th TWSC  
6: NE Frank Johns Road & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Future Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	6	6	6	0	0	0	7	7	7
Mvmt Flow	79	426	95	116	489	84	5	5	0	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	578	0	0	526	0	0	1413	1447	484	1407	1452	541
Stage 1	-	-	-	-	-	-	637	637	-	768	768	-
Stage 2	-	-	-	-	-	-	776	810	-	639	684	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	991	-	-	1021	-	-	117	133	587	114	127	531
Stage 1	-	-	-	-	-	-	469	475	-	387	404	-
Stage 2	-	-	-	-	-	-	393	396	-	456	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	986	-	-	1016	-	-	91	103	581	91	99	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	103	-	91	99	-
Stage 1	-	-	-	-	-	-	414	419	-	341	356	-
Stage 2	-	-	-	-	-	-	335	349	-	397	389	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.5			46.6			36.9		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	986	-	-	1016	-	-	139
HCM Lane V/C Ratio	0.109	0.08	-	-	0.114	-	-	0.189
HCM Control Delay (s)	46.6	9	0	-	9	-	-	36.9
HCM Lane LOS	E	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.4	-	-	0.7

HCM 6th TWSC  
7: 1st Street & SR-14

11/21/2022

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔		↔	
Traffic Vol, veh/h	75	370	0	0	490	90	30	0	155	20	0	95
Future Vol, veh/h	75	370	0	0	490	90	30	0	155	20	0	95
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	5	5	5	14	14	14	0	0	0
Mvmt Flow	79	389	0	0	516	95	32	0	163	21	0	100

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	616	0	-	-	-	0		1121	1116	574
Stage 1	-	-	-	-	-	-		569	569	-
Stage 2	-	-	-	-	-	-		552	547	-
Critical Hdwy	4.12	-	-	-	-	-		6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.4	5.5	-
Follow-up Hdwy	2.218	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	964	-	0	0	-	-		230	209	522
Stage 1	-	-	0	0	-	-		570	509	-
Stage 2	-	-	0	0	-	-		581	521	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	959	-	-	-	-	-		204	0	517
Mov Cap-2 Maneuver	-	-	-	-	-	-		204	0	-
Stage 1	-	-	-	-	-	-		508	0	-
Stage 2	-	-	-	-	-	-		578	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	959	-	-	-	408
HCM Lane V/C Ratio	0.082	-	-	-	0.297
HCM Control Delay (s)	9.1	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2

HCM 6th TWSC  
8: Rock Creek Drive & Foster Creek Road

11/21/2022

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	15	25	75	65	15
Future Vol, veh/h	15	15	25	75	65	15
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	16	26	79	68	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	217	86	89	0	0
Stage 1	81	-	-	-	-
Stage 2	136	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	776	978	1519	-	-
Stage 1	947	-	-	-	-
Stage 2	895	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	754	969	1512	-	-
Mov Cap-2 Maneuver	754	-	-	-	-
Stage 1	925	-	-	-	-
Stage 2	891	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1512	-	848	-	-
HCM Lane V/C Ratio	0.017	-	0.037	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 6th TWSC  
 9: Foster Creek Road & Ryan Allen Road

11/21/2022

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	15	25	20	0	25	30
Future Vol, veh/h	15	25	20	0	25	30
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	26	21	0	26	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	115	31	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	886	1049	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	862	1039	-	-	1593	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	3.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	965	1593
HCM Lane V/C Ratio	-	-	0.044	0.017
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC  
 10: Ryan Allen Road & Iman Cemetery Road

11/21/2022

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	25	40	45	30	0
Future Vol, veh/h	10	25	40	45	30	0
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	11	26	42	47	32	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	94	0	-	0	124 76
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	53 -
Critical Hdwy	4.16	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.254	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1475	-	-	-	876 991
Stage 1	-	-	-	-	957 -
Stage 2	-	-	-	-	975 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1468	-	-	-	860 982
Mov Cap-2 Maneuver	-	-	-	-	860 -
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	970 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1468	-	-	-	860
HCM Lane V/C Ratio	0.007	-	-	-	0.037
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	10	0	0	5	0	15	0	60	0	45	50
Future Vol, veh/h	45	10	0	0	5	0	15	0	60	0	45	50
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	47	11	0	0	5	0	16	0	63	0	47	53

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	150	179	84	153	174	42	105	0	0	68	0	0
Stage 1	79	79	-	69	69	-	-	-	-	-	-	-
Stage 2	71	100	-	84	105	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	822	718	981	819	723	1034	1474	-	-	1527	-	-
Stage 1	935	833	-	946	841	-	-	-	-	-	-	-
Stage 2	944	816	-	929	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	803	703	972	795	708	1024	1467	-	-	1520	-	-
Mov Cap-2 Maneuver	803	703	-	795	708	-	-	-	-	-	-	-
Stage 1	920	829	-	931	828	-	-	-	-	-	-	-
Stage 2	923	803	-	913	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.1	1.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	783	708	1520	-
HCM Lane V/C Ratio	0.011	-	-	0.074	0.007	-	-
HCM Control Delay (s)	7.5	0	-	10	10.1	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-



**Intersection**

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	45	105	110	35	30	40
Future Vol, veh/h	45	105	110	35	30	40
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	111	116	37	32	42

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	158	0	0	350	145
Stage 1	-	-	-	140	-
Stage 2	-	-	-	210	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1434	-	-	651	908
Stage 1	-	-	-	892	-
Stage 2	-	-	-	830	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1427	-	-	622	899
Mov Cap-2 Maneuver	-	-	-	622	-
Stage 1	-	-	-	856	-
Stage 2	-	-	-	826	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	2.3	0	10.3
HCM LOS			B

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1427	-	-	-	755
HCM Lane V/C Ratio	0.033	-	-	-	0.098
HCM Control Delay (s)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC  
13: Vancouver Avenue & School Street

11/21/2022

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	20	30	45	55	45	30
Future Vol, veh/h	20	30	45	55	45	30
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	32	47	58	47	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	110	0	-	0	160 86
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	79 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1493	-	-	-	836 978
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	949 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1486	-	-	-	816 969
Mov Cap-2 Maneuver	-	-	-	-	816 -
Stage 1	-	-	-	-	929 -
Stage 2	-	-	-	-	944 -

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	871
HCM Lane V/C Ratio	0.014	-	-	-	0.091
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th TWSC  
14: Vancouver Avenue & Homeward Street

11/21/2022

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	75	75	0	20	20
Future Vol, veh/h	0	75	75	0	20	20
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	79	79	0	21	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	84	0	-	0	168 89
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	84 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1526	-	-	-	827 975
Stage 1	-	-	-	-	944 -
Stage 2	-	-	-	-	944 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1519	-	-	-	819 966
Mov Cap-2 Maneuver	-	-	-	-	819 -
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	939 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	886
HCM Lane V/C Ratio	-	-	-	-	0.048
HCM Control Delay (s)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC  
15: Columbia Street & Vancouver Avenue

11/21/2022

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	30	65	105	45	0	45	0	85	0	0	0
Future Vol, veh/h	0	30	65	105	45	0	45	0	85	0	0	0
Conflicting Peds, #/hr	0	0	5	5	0	0	5	0	5	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	0	32	68	111	47	0	47	0	89	0	0	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	194	-	166	150	-	6	0	0	94	0	0
Stage 1	-	6	-	144	144	-	-	-	-	-	-	-
Stage 2	-	188	-	22	6	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	7.1	6.5	-	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	3.5	4	-	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	705	0	803	745	0	1628	-	-	1500	-	-
Stage 1	0	895	0	864	782	0	-	-	-	-	-	-
Stage 2	0	748	0	1002	895	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	676	-	749	714	-	1620	-	-	1493	-	-
Mov Cap-2 Maneuver	-	676	-	749	714	-	-	-	-	-	-	-
Stage 1	-	891	-	833	754	-	-	-	-	-	-	-
Stage 2	-	721	-	962	891	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s			11.2		2.5		0		
HCM LOS			B						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	738	1493	-
HCM Lane V/C Ratio	0.029	-	-	-	0.214	-	-
HCM Control Delay (s)	7.3	0	-	-	11.2	0	-
HCM Lane LOS	A	A	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0	-




Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	50	5	0	5	70	60	5	5	50	20
Future Vol, veh/h	40	0	50	5	0	5	70	60	5	5	50	20
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Stop
Storage Length	35	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	0	0	0	0	0	0	3	3	3
Mvmt Flow	42	0	53	5	0	5	74	63	5	5	53	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	289	289	63	287	287	76	58	0	0	73	0	0
Stage 1	68	68	-	219	219	-	-	-	-	-	-	-
Stage 2	221	221	-	68	68	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	659	618	996	669	626	991	1559	-	-	1520	-	-
Stage 1	937	834	-	788	726	-	-	-	-	-	-	-
Stage 2	777	717	-	947	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	623	580	987	602	587	982	1552	-	-	1513	-	-
Mov Cap-2 Maneuver	623	580	-	602	587	-	-	-	-	-	-	-
Stage 1	885	827	-	745	686	-	-	-	-	-	-	-
Stage 2	731	678	-	890	835	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	9.3		9.9		3.9		0.5			
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	623	1402	746	1513	-	-
HCM Lane V/C Ratio	0.047	-	-	0.068	0.038	0.014	0.003	-	-
HCM Control Delay (s)	7.4	0	-	11.2	7.7	9.9	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	30	35	25	15	10
Future Vol, veh/h	15	30	35	25	15	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	32	37	26	16	11
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7	7.5	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	58%	33%	0%
Vol Thru, %	42%	0%	60%
Vol Right, %	0%	67%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	60	45	25
LT Vol	35	15	0
Through Vol	25	0	15
RT Vol	0	30	10
Lane Flow Rate	63	47	26
Geometry Grp	1	1	1
Degree of Util (X)	0.072	0.049	0.028
Departure Headway (Hd)	4.119	3.72	3.79
Convergence, Y/N	Yes	Yes	Yes
Cap	871	958	943
Service Time	2.137	1.76	1.818
HCM Lane V/C Ratio	0.072	0.049	0.028
HCM Control Delay	7.5	7	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	5	10	5	5	10	30	0	10	40	15
Future Vol, veh/h	0	5	5	10	5	5	10	30	0	10	40	15
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	5	11	5	5	11	32	0	11	42	47

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	157	152	76	157	175	42	94	0	0	37	0	0
Stage 1	93	93	-	59	59	-	-	-	-	-	-	-
Stage 2	64	59	-	98	116	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	814	743	991	814	722	1034	1513	-	-	1587	-	-
Stage 1	919	822	-	958	850	-	-	-	-	-	-	-
Stage 2	952	850	-	913	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	789	725	982	789	705	1024	1506	-	-	1579	-	-
Mov Cap-2 Maneuver	789	725	-	789	705	-	-	-	-	-	-	-
Stage 1	908	812	-	947	840	-	-	-	-	-	-	-
Stage 2	930	840	-	892	793	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.6		1.9		0.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	834	811	1579	-
HCM Lane V/C Ratio	0.007	-	-	0.013	0.026	0.007	-
HCM Control Delay (s)	7.4	0	-	9.4	9.6	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 6th TWSC  
 19: Kanaka Creek Road & School Street/Bulldog Drive

11/21/2022

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	10	0	0	0	15	50	0	0	60	20
Future Vol, veh/h	15	0	10	0	0	0	15	50	0	0	60	20
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	0	0	0
Mvmt Flow	16	0	11	0	0	0	16	53	0	0	63	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	169	169	84	174	179	63	89	0	0	58	0	0
Stage 1	79	79	-	90	90	-	-	-	-	-	-	-
Stage 2	90	90	-	84	89	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	799	728	981	793	718	1007	1500	-	-	1559	-	-
Stage 1	935	833	-	922	824	-	-	-	-	-	-	-
Stage 2	922	824	-	929	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	785	713	972	771	703	997	1493	-	-	1552	-	-
Mov Cap-2 Maneuver	785	713	-	771	703	-	-	-	-	-	-	-
Stage 1	920	829	-	907	811	-	-	-	-	-	-	-
Stage 2	908	811	-	915	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	0	1.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	850	-	1552	-
HCM Lane V/C Ratio	0.011	-	-	0.031	-	-	-
HCM Control Delay (s)	7.4	0	-	9.4	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-



HCM 6th TWSC  
20: Gropper Road & Kanaka Creek Road

11/21/2022

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	30	25	45	45	15
Future Vol, veh/h	0	30	25	45	45	15
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	32	26	47	47	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	78	0	-	0	92
Stage 1	-	-	-	-	55
Stage 2	-	-	-	-	37
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1533	-	-	-	913
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	991
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1526	-	-	-	904
Mov Cap-2 Maneuver		-	-	-	904
Stage 1		-	-	-	968
Stage 2		-	-	-	986

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1526	-	-	-	926
HCM Lane V/C Ratio	-	-	-	-	0.068
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC  
21: NW Chesser Road & Gropper Road

11/21/2022

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	10	10	10	10	10
Future Vol, veh/h	20	10	10	10	10	10
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	11	11	11	11	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	37	0	70
Stage 1	-	-	-	-	32
Stage 2	-	-	-	-	38
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1587	-	939
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	990
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1579	-	923
Mov Cap-2 Maneuver	-	-	-	-	923
Stage 1	-	-	-	-	991
Stage 2	-	-	-	-	978

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	1579	-
HCM Lane V/C Ratio	0.022	-	-	0.007	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	50	25	0	25	25
Future Vol, veh/h	0	50	25	0	25	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	26	0	26	26
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	7.3	7.2	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	25	25	25
LT Vol	0	0	25	0
Through Vol	50	25	0	0
RT Vol	0	0	0	25
Lane Flow Rate	53	26	26	26
Geometry Grp	2	2	7	7
Degree of Util (X)	0.059	0.03	0.038	0.029
Departure Headway (Hd)	4.042	4.063	5.171	3.97
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	876	692	899
Service Time	2.088	2.113	2.908	1.707
HCM Lane V/C Ratio	0.06	0.03	0.038	0.029
HCM Control Delay	7.3	7.2	8.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh 7.4  
 Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	25	50	50	25	25	25
Future Vol, veh/h	25	50	50	25	25	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	53	53	26	26	26
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.3	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	0%	50%
Vol Thru, %	67%	67%	0%
Vol Right, %	0%	33%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	75	75	50
LT Vol	25	0	25
Through Vol	50	50	0
RT Vol	0	25	25
Lane Flow Rate	79	79	53
Geometry Grp	1	1	1
Degree of Util (X)	0.091	0.085	0.059
Departure Headway (Hd)	4.153	3.886	4.004
Convergence, Y/N	Yes	Yes	Yes
Cap	861	917	885
Service Time	2.19	1.928	2.072
HCM Lane V/C Ratio	0.092	0.086	0.06
HCM Control Delay	7.6	7.3	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.2

HCM 6th TWSC  
1: SR-14 & Rock Creek Drive

11/22/2022

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	175	460	440	120	25	75
Future Vol, veh/h	175	460	440	120	25	75
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	200	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	184	484	463	126	26	79

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	594	0	-	0	1325 473
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	857 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	972	-	-	-	173 593
Stage 1	-	-	-	-	632 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	967	-	-	-	139 587
Mov Cap-2 Maneuver	-	-	-	-	139 -
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	415 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	-	139	587
HCM Lane V/C Ratio	0.19	-	-	-	0.189	0.134
HCM Control Delay (s)	9.6	-	-	-	36.9	12.1
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.7	0.5

HCM 6th TWSC  
2: 1st Street & SR-14

11/22/2022

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	370	190	105	380	90	55
Future Vol, veh/h	370	190	105	380	90	55
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	389	200	111	400	95	58

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	594	0	1121
Stage 1	-	-	-	-	494
Stage 2	-	-	-	-	627
Critical Hdwy	-	-	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.236	-	3.536
Pot Cap-1 Maneuver	-	-	972	-	226
Stage 1	-	-	-	-	609
Stage 2	-	-	-	-	529
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	967	-	198
Mov Cap-2 Maneuver	-	-	-	-	198
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	466

Approach	EB	WB	NB
HCM Control Delay, s	0	2	36
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	263	-	-	967	-
HCM Lane V/C Ratio	0.58	-	-	0.114	-
HCM Control Delay (s)	36	-	-	9.2	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	3.3	-	-	0.4	-

HCM 6th TWSC  
3: SR-14 & Rock Creek Drive

11/22/2022

Intersection						
Int Delay, s/veh	10.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↘
Traffic Vol, veh/h	110	365	380	215	150	60
Future Vol, veh/h	110	365	380	215	150	60
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	3	3
Mvmt Flow	116	384	400	226	158	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1139 523
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	621 -
Critical Hdwy	4.12	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	951	-	-	-	222 552
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	534 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	946	-	-	-	193 547
Mov Cap-2 Maneuver	-	-	-	-	193 -
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	531 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	57.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	946	-	-	-	193	547
HCM Lane V/C Ratio	0.122	-	-	-	0.818	0.115
HCM Control Delay (s)	9.3	-	-	-	75.2	12.4
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	5.8	0.4

HCM 6th TWSC  
6: NE Frank Johns Road & SR-14

11/22/2022

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Future Vol, veh/h	75	405	90	110	465	80	5	5	0	10	5	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	6	6	6	0	0	0	7	7	7
Mvmt Flow	79	426	95	116	489	84	5	5	0	11	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	578	0	0	526	0	0	1413	1447	484	1407	1452	541
Stage 1	-	-	-	-	-	-	637	637	-	768	768	-
Stage 2	-	-	-	-	-	-	776	810	-	639	684	-
Critical Hdwy	4.13	-	-	4.16	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.227	-	-	2.254	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	991	-	-	1021	-	-	117	133	587	114	127	531
Stage 1	-	-	-	-	-	-	469	475	-	387	404	-
Stage 2	-	-	-	-	-	-	393	396	-	456	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	986	-	-	1016	-	-	91	103	581	91	99	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	103	-	91	99	-
Stage 1	-	-	-	-	-	-	414	419	-	341	356	-
Stage 2	-	-	-	-	-	-	335	349	-	397	389	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.5			46.6			36.9		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	97	986	-	-	1016	-	-	139
HCM Lane V/C Ratio	0.109	0.08	-	-	0.114	-	-	0.189
HCM Control Delay (s)	46.6	9	0	-	9	-	-	36.9
HCM Lane LOS	E	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.4	-	-	0.7



Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔	↔		↔
Traffic Vol, veh/h	75	370	0	0	490	90	0	0	155	20	0	95
Future Vol, veh/h	75	370	0	0	490	90	0	0	155	20	0	95
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	5	5	5	14	14	14	0	0	0
Mvmt Flow	79	389	0	0	516	95	0	0	163	21	0	100

Major/Minor	Major1		Major2				Minor2		
Conflicting Flow All	616	0	-	-	-	0	1121	-	574
Stage 1	-	-	-	-	-	-	569	-	-
Stage 2	-	-	-	-	-	-	552	-	-
Critical Hdwy	4.12	-	-	-	-	-	6.4	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.5	-	3.3
Pot Cap-1 Maneuver	964	-	0	0	-	-	230	0	522
Stage 1	-	-	0	0	-	-	570	0	-
Stage 2	-	-	0	0	-	-	581	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	959	-	-	-	-	-	204	0	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	0	-
Stage 1	-	-	-	-	-	-	508	0	-
Stage 2	-	-	-	-	-	-	578	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	959	-	-	-	204	517
HCM Lane V/C Ratio	0.082	-	-	-	0.103	0.193
HCM Control Delay (s)	9.1	0	-	-	24.7	13.6
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	0.7

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	65	105	45	45	85
Future Vol, veh/h	30	65	105	45	45	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	68	111	47	47	89
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	8.5	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	35%	0%	70%
Vol Thru, %	0%	32%	30%
Vol Right, %	65%	68%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	130	95	150
LT Vol	45	0	105
Through Vol	0	30	45
RT Vol	85	65	0
Lane Flow Rate	137	100	158
Geometry Grp	1	1	1
Degree of Util (X)	0.157	0.11	0.191
Departure Headway (Hd)	4.143	3.961	4.36
Convergence, Y/N	Yes	Yes	Yes
Cap	870	909	812
Service Time	2.149	1.969	2.449
HCM Lane V/C Ratio	0.157	0.11	0.195
HCM Control Delay	7.9	7.5	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.4	0.7

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	50	50	100	25	25
Future Vol, veh/h	100	50	50	100	25	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	53	53	105	26	26
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	8.2	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	50%	0%	33%
Vol Thru, %	0%	67%	67%
Vol Right, %	50%	33%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	50	150	150
LT Vol	25	0	50
Through Vol	0	100	100
RT Vol	25	50	0
Lane Flow Rate	53	158	158
Geometry Grp	1	1	1
Degree of Util (X)	0.064	0.173	0.185
Departure Headway (Hd)	4.41	3.946	4.213
Convergence, Y/N	Yes	Yes	Yes
Cap	817	898	845
Service Time	2.41	2.019	2.276
HCM Lane V/C Ratio	0.065	0.176	0.187
HCM Control Delay	7.7	7.9	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0.7

HCM 6th TWSC  
1: SR-14 & Rock Creek Drive

11/22/2022

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	175	460	440	120	25	75
Future Vol, veh/h	175	460	440	120	25	75
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	200	-	50
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	6	6	1	1
Mvmt Flow	184	484	463	126	26	79

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	594	0	-	0	1325 473
Stage 1	-	-	-	-	468 -
Stage 2	-	-	-	-	857 -
Critical Hdwy	4.14	-	-	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.236	-	-	-	3.509 3.309
Pot Cap-1 Maneuver	972	-	-	-	173 593
Stage 1	-	-	-	-	632 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	967	-	-	-	139 587
Mov Cap-2 Maneuver	-	-	-	-	271 -
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	415 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	-	271	587
HCM Lane V/C Ratio	0.19	-	-	-	0.097	0.134
HCM Control Delay (s)	9.6	-	-	-	19.7	12.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.3	0.5

HCM 6th Roundabout  
2: 1st Street & SR-14

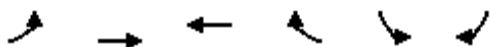
11/22/2022

Intersection			
Intersection Delay, s/veh	7.7		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	589	511	153
Demand Flow Rate, veh/h	607	531	159
Vehicles Circulating, veh/h	115	99	401
Vehicles Exiting, veh/h	515	461	321
Ped Vol Crossing Leg, #/h	5	5	5
Ped Cap Adj	0.999	0.999	0.999
Approach Delay, s/veh	8.4	7.3	5.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	607	531	159
Cap Entry Lane, veh/h	1227	1247	917
Entry HV Adj Factor	0.971	0.962	0.962
Flow Entry, veh/h	589	511	153
Cap Entry, veh/h	1191	1200	881
V/C Ratio	0.495	0.426	0.174
Control Delay, s/veh	8.4	7.3	5.8
LOS	A	A	A
95th %tile Queue, veh	3	2	1

# HCM Signalized Intersection Capacity Analysis

## 3: SR-14 & Rock Creek Drive

11/22/2022

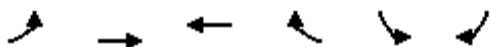


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	110	365	380	215	150	60
Future Volume (vph)	110	365	380	215	150	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1630	1716	1584		1614	1400
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1630	1716	1584		1614	1400
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	384	400	226	158	63
RTOR Reduction (vph)	0	0	24	0	0	48
Lane Group Flow (vph)	116	384	602	0	158	15
Confl. Peds. (#/hr)	5			5	5	5
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		7	
Permitted Phases						4
Actuated Green, G (s)	7.6	47.7	35.1		12.0	12.0
Effective Green, g (s)	7.6	47.7	35.1		12.0	12.0
Actuated g/C Ratio	0.11	0.68	0.50		0.17	0.17
Clearance Time (s)	5.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	177	1174	797		277	241
v/s Ratio Prot	c0.07	0.22	c0.38		c0.10	
v/s Ratio Perm						0.01
v/c Ratio	0.66	0.33	0.76		0.57	0.06
Uniform Delay, d1	29.8	4.5	13.9		26.5	24.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.4	0.2	4.1		2.8	0.1
Delay (s)	38.2	4.6	18.0		29.3	24.3
Level of Service	D	A	B		C	C
Approach Delay (s)		12.4	18.0		27.9	
Approach LOS		B	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			17.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			69.7		Sum of lost time (s)	15.0
Intersection Capacity Utilization			64.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

# HCM 6th Signalized Intersection Summary

## 3: SR-14 & Rock Creek Drive

11/22/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	365	380	215	150	60
Future Volume (veh/h)	110	365	380	215	150	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1723	1723	1695	1695	1709	1709
Adj Flow Rate, veh/h	116	384	400	226	158	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	4	3	3
Cap, veh/h	147	1152	488	276	219	195
Arrive On Green	0.09	0.67	0.48	0.48	0.13	0.13
Sat Flow, veh/h	1641	1723	1015	574	1628	1448
Grp Volume(v), veh/h	116	384	0	626	158	63
Grp Sat Flow(s),veh/h/ln	1641	1723	0	1589	1628	1448
Q Serve(g_s), s	3.5	4.8	0.0	17.2	4.7	2.0
Cycle Q Clear(g_c), s	3.5	4.8	0.0	17.2	4.7	2.0
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	147	1152	0	764	219	195
V/C Ratio(X)	0.79	0.33	0.00	0.82	0.72	0.32
Avail Cap(c_a), veh/h	355	2169	0	1500	512	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	3.6	0.0	11.3	21.1	19.9
Incr Delay (d2), s/veh	9.2	0.2	0.0	2.2	4.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	0.0	5.3	1.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.8	3.8	0.0	13.6	25.5	20.8
LnGrp LOS	C	A	A	B	C	C
Approach Vol, veh/h		500	626		221	
Approach Delay, s/veh		10.3	13.6		24.2	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.0		11.8	9.5	29.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		64.0		16.0	11.0	48.0
Max Q Clear Time (g_c+I1), s		6.8		6.7	5.5	19.2
Green Ext Time (p_c), s		2.8		0.4	0.1	5.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

# HCM Signalized Intersection Capacity Analysis

## 4: Russell Avenue & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔						↔	↔	
Traffic Volume (vph)	110	435	115	100	475	115	0	0	0	25	20	40	
Future Volume (vph)	110	435	115	100	475	115	0	0	0	25	20	40	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		5.0			5.0						5.0	5.0	
Lane Util. Factor		1.00			1.00						1.00	1.00	
Frbp, ped/bikes		1.00			1.00						1.00	0.97	
Flpb, ped/bikes		1.00			1.00						0.99	1.00	
Frt		0.98			0.98						1.00	0.85	
Flt Protected		0.99			0.99						0.97	1.00	
Satd. Flow (prot)		1672			1641						1693	1442	
Flt Permitted		0.80			0.83						0.97	1.00	
Satd. Flow (perm)		1351			1377						1693	1442	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	116	458	121	105	500	121	0	0	0	26	21	42	
RTOR Reduction (vph)	0	8	0	0	8	0	0	0	0	0	0	39	
Lane Group Flow (vph)	0	687	0	0	718	0	0	0	0	0	47	3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5	
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	0%	0%	0%	
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm	
Protected Phases		2			6						4		
Permitted Phases	2			6						4		4	
Actuated Green, G (s)		42.6			42.6						4.6	4.6	
Effective Green, g (s)		42.6			42.6						4.6	4.6	
Actuated g/C Ratio		0.74			0.74						0.08	0.08	
Clearance Time (s)		5.0			5.0						5.0	5.0	
Vehicle Extension (s)		3.0			3.0						3.0	3.0	
Lane Grp Cap (vph)		1006			1025						136	115	
v/s Ratio Prot													
v/s Ratio Perm		0.51			0.52						0.03	0.00	
v/c Ratio		0.68			0.70						0.35	0.03	
Uniform Delay, d1		3.8			3.9						24.9	24.2	
Progression Factor		1.00			1.00						1.00	1.00	
Incremental Delay, d2		1.9			2.2						1.5	0.1	
Delay (s)		5.7			6.1						26.4	24.3	
Level of Service		A			A						C	C	
Approach Delay (s)		5.7			6.1			0.0			25.4		
Approach LOS		A			A			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			7.1									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.67										
Actuated Cycle Length (s)			57.2									Sum of lost time (s)	10.0
Intersection Capacity Utilization			72.6%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group



# HCM 6th Signalized Intersection Summary

## 4: Russell Avenue & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	↕
Traffic Volume (veh/h)	110	435	115	100	475	115	0	0	0	25	20	40
Future Volume (veh/h)	110	435	115	100	475	115	0	0	0	25	20	40
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1736	1736	1736	1709	1709	1709				1750	1750	1750
Adj Flow Rate, veh/h	116	458	121	105	500	121				26	21	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	3	3	3				0	0	0
Cap, veh/h	233	673	164	212	691	156				86	70	134
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60				0.09	0.09	0.09
Sat Flow, veh/h	173	1114	271	144	1145	258				942	761	1459
Grp Volume(v), veh/h	695	0	0	726	0	0				47	0	42
Grp Sat Flow(s),veh/h/ln	1559	0	0	1547	0	0				1703	0	1459
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0				0.8	0.0	0.9
Cycle Q Clear(g_c), s	9.1	0.0	0.0	10.3	0.0	0.0				0.8	0.0	0.9
Prop In Lane	0.17		0.17	0.14		0.17				0.55		1.00
Lane Grp Cap(c), veh/h	1069	0	0	1059	0	0				156	0	134
V/C Ratio(X)	0.65	0.00	0.00	0.69	0.00	0.00				0.30	0.00	0.31
Avail Cap(c_a), veh/h	2460	0	0	2472	0	0				674	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.6	0.0	0.0				13.9	0.0	13.9
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.8	0.0	0.0				1.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0				0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	0.0	0.0	5.4	0.0	0.0				15.0	0.0	15.3
LnGrp LOS	A	A	A	A	A	A				B	A	B
Approach Vol, veh/h		695			726							89
Approach Delay, s/veh		5.1			5.4							15.1
Approach LOS		A			A							B
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		24.8		8.0		24.8						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		52.0		13.0		52.0						
Max Q Clear Time (g_c+I1), s		11.1		2.9		12.3						
Green Ext Time (p_c), s		7.2		0.2		7.5						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								

# HCM Signalized Intersection Capacity Analysis

## 5: Columbia Street & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕		↕	↕			
Traffic Volume (vph)	125	365	85	0	455	115	10	10	10	85	30	70		
Future Volume (vph)	125	365	85	0	455	115	10	10	10	85	30	70		
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750		
Total Lost time (s)		5.0			5.0			5.0		5.0	5.0			
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00			
Frbp, ped/bikes		1.00			0.99			0.99		1.00	0.98			
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00			
Frt		0.98			0.97			0.95		1.00	0.90			
Flt Protected		0.99			1.00			0.98		0.95	1.00			
Satd. Flow (prot)		1622			1596			1625		1646	1513			
Flt Permitted		0.69			1.00			0.98		0.95	1.00			
Satd. Flow (perm)		1125			1596			1625		1646	1513			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	132	384	89	0	479	121	11	11	11	89	32	74		
RTOR Reduction (vph)	0	5	0	0	7	0	0	10	0	0	65	0		
Lane Group Flow (vph)	0	600	0	0	593	0	0	23	0	89	41	0		
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5		
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	0%	0%	0%	1%	1%	1%		
Turn Type	Perm	NA			NA		Split	NA		Split	NA			
Protected Phases		2			6		4	4		8	8			
Permitted Phases	2			6										
Actuated Green, G (s)		49.4			49.4			5.1		9.5	9.5			
Effective Green, g (s)		49.4			49.4			5.1		9.5	9.5			
Actuated g/C Ratio		0.63			0.63			0.06		0.12	0.12			
Clearance Time (s)		5.0			5.0			5.0		5.0	5.0			
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0			
Lane Grp Cap (vph)		703			998			104		197	181			
v/s Ratio Prot					0.37			c0.01		c0.05	0.03			
v/s Ratio Perm		c0.53												
v/c Ratio		0.85			0.59			0.22		0.45	0.23			
Uniform Delay, d1		11.9			8.8			35.1		32.3	31.4			
Progression Factor		1.00			1.00			1.00		1.00	1.00			
Incremental Delay, d2		9.8			1.0			1.1		1.6	0.6			
Delay (s)		21.7			9.8			36.1		34.0	32.1			
Level of Service		C			A			D		C	C			
Approach Delay (s)		21.7			9.8			36.1			32.9			
Approach LOS		C			A			D			C			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			18.6									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.74											
Actuated Cycle Length (s)			79.0							15.0			Sum of lost time (s)	
Intersection Capacity Utilization			92.0%										ICU Level of Service	F
Analysis Period (min)			15											

c Critical Lane Group

# HCM 6th Signalized Intersection Summary

## 5: Columbia Street & SR-14

11/22/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↗	↘	
Traffic Volume (veh/h)	125	365	85	0	455	115	10	10	10	85	30	70
Future Volume (veh/h)	125	365	85	0	455	115	10	10	10	85	30	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1695	1695	1668	1668	1668	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	132	384	80	0	479	108	11	11	10	89	32	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	6	6	6	0	0	0	1	1	1
Cap, veh/h	183	477	91	0	783	176	23	23	21	174	52	109
Arrive On Green	0.59	0.59	0.59	0.00	0.59	0.59	0.04	0.04	0.04	0.11	0.11	0.11
Sat Flow, veh/h	181	803	153	0	1316	297	555	555	504	1654	492	1030
Grp Volume(v), veh/h	596	0	0	0	0	587	32	0	0	89	0	99
Grp Sat Flow(s),veh/h/ln	1136	0	0	0	0	1613	1614	0	0	1654	0	1522
Q Serve(g_s), s	14.9	0.0	0.0	0.0	0.0	13.5	1.1	0.0	0.0	3.0	0.0	3.6
Cycle Q Clear(g_c), s	28.4	0.0	0.0	0.0	0.0	13.5	1.1	0.0	0.0	3.0	0.0	3.6
Prop In Lane	0.22		0.13	0.00		0.18	0.34		0.31	1.00		0.68
Lane Grp Cap(c), veh/h	751	0	0	0	0	959	68	0	0	174	0	160
V/C Ratio(X)	0.79	0.00	0.00	0.00	0.00	0.61	0.47	0.00	0.00	0.51	0.00	0.62
Avail Cap(c_a), veh/h	991	0	0	0	0	1247	416	0	0	426	0	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	0.0	0.0	7.5	27.2	0.0	0.0	24.6	0.0	24.9
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.0	0.0	0.6	4.9	0.0	0.0	2.3	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	0.0	0.0	3.8	0.5	0.0	0.0	1.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	0.0	0.0	8.2	32.2	0.0	0.0	26.9	0.0	28.7
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		596			587			32				188
Approach Delay, s/veh		14.3			8.2			32.2				27.9
Approach LOS		B			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.6		7.5		39.6		11.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		15.0		45.0		15.0				
Max Q Clear Time (g_c+I1), s		30.4		3.1		15.5		5.6				
Green Ext Time (p_c), s		4.2		0.1		4.7		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.0								
HCM 6th LOS				B								

HCM 6th Roundabout  
6: 1st St/Frank Johns Road & SR-14

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Intersection				
Intersection Delay, s/veh	9.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	600	689	173	27
Demand Flow Rate, veh/h	618	730	173	29
Vehicles Circulating, veh/h	140	91	532	646
Vehicles Exiting, veh/h	535	614	226	175
Ped Vol Crossing Leg, #/h	5	5	5	5
Ped Cap Adj	0.999	0.999	0.999	0.999
Approach Delay, s/veh	9.0	10.1	6.8	5.9
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	618	730	173	29
Cap Entry Lane, veh/h	1196	1258	802	714
Entry HV Adj Factor	0.971	0.943	1.000	0.920
Flow Entry, veh/h	600	689	173	27
Cap Entry, veh/h	1161	1186	801	656
V/C Ratio	0.517	0.581	0.216	0.041
Control Delay, s/veh	9.0	10.1	6.8	5.9
LOS	A	B	A	A
95th %tile Queue, veh	3	4	1	0

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔	↔		↔
Traffic Vol, veh/h	75	525	0	0	490	90	0	0	5	20	0	95
Future Vol, veh/h	75	525	0	0	490	90	0	0	5	20	0	95
Conflicting Peds, #/hr	5	0	0	0	0	5	0	0	0	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	5	5	2	2	2	0	2	0
Mvmt Flow	79	553	0	0	516	95	0	0	5	21	0	100

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	616	0	-	574
Stage 1	-	-	-	569
Stage 2	-	-	-	716
Critical Hdwy	4.12	-	-	6.2
Critical Hdwy Stg 1	-	-	-	6.1
Critical Hdwy Stg 2	-	-	-	6.1
Follow-up Hdwy	2.218	-	-	3.3
Pot Cap-1 Maneuver	964	0	0	522
Stage 1	-	0	0	511
Stage 2	-	0	0	424
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	959	-	-	517
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	448
Stage 2	-	-	-	368

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	11.9	18
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	526	959	-	-	-	127	517
HCM Lane V/C Ratio	0.01	0.082	-	-	-	0.166	0.193
HCM Control Delay (s)	11.9	9.1	0	-	-	38.9	13.6
HCM Lane LOS	B	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0.3	-	-	-	0.6	0.7