



November 9, 2018

Patrick Donnelly, AIA, LEED AP
Architect, Senior Associate
Integrus Architecture
117 S Main Street, Suite 100
Seattle, Washington 98104

Via email: pdonnelly@integrusarch.com

Regarding: Traffic Impact Study
Wallace Elementary School Replacement
410 Elm Street
Kelso, Washington 98626
PBS Project 71314.000

Dear Mr. Donnelly:

This traffic impact study has been prepared for the Wallace Elementary School Replacement project to address possible traffic impacts associated with the school replacement and the increase in trips associated with a larger school and more students. It also provides transportation analysis of the proposed road closure of Elm Street between S 4th Avenue and S 5th Avenue. The report has been kept brief based on the very low volumes in the studied streets and intersections, but more details are available upon request.

FINDINGS AND RECOMMENDATIONS

Based on our observations and analysis, we came to the following findings:

- The existing school generates parking complaints associated with the drop-off and pick-up of students.
- The existing school generates a high number of pedestrian trips to and from the school.
- Traffic volumes and speeds are relatively modest on the roadways surrounding the school.
- The school replacement will not significantly impact traffic operation or safety.
- The proposed closure of Elm Street between S 4th Avenue and S 5th Avenue will not significantly impact streets or intersections near the school.
- The traffic volume on Chestnut Street between S 4th And S 5th Avenues may increase, due to the closures of Elm Street, but should not increase beyond a typical local street and the proposed school traffic circulation plan should minimize the increase.
- The number of collisions at the studied intersections and area around the school are very low. The Mill Street/S 4th Avenue intersection appears to have collisions correctable by installing stop signs on S 4th Avenue.

The following recommendations are intended to address existing traffic complaints and minimize any impacts associated with the additional school trips and the proposed closure of Elm Street between S 4th Avenue and S 5th Avenue:

- Implement a passenger loading zone (PLZ) on S 5th Avenue between Elm Street and Laurel Street that is 400 feet long. The PLZ should include the following:
 - Widen S 5th from Elm Street to Laurel Street to provide 8 feet of parking on the west side of S 5th Avenue, along the school frontage, and two 10-foot travel lanes.
 - A passenger waiting area at the south end of the PLZ.
 - Provide adult supervision of the passenger loading operation to maintain optimum operation.
- The school should prepare and distribute a school traffic circulation map to instruct parents to approach the school from the north, southbound on S 5th Avenue. The map would direct school traffic to stay on the collectors/arterials in the area: Mill Street, Pacific Avenue, and Yew Street. See Figure 7 for an example.
- The school should update and upgrade the Safe Route to School maps to the school families. See Figure 8 for a proposed walk to school route map.
- The City of Kelso (City) should consider upgrading the stop signs at Mill Street and S 4th Avenue from two-way stop to four-way stop control.
- With the closure of Elm Street between S 4th Avenue and S 5th Avenue, the stop signs at S 5th Avenue and Elm Street modified to a one-way stop on Elm Street.
- Assure the proposed driveways meet safe stopping distance. See Figure 2 for sight distance dimensions.

Introduction

The project site is located on 410 Elm Street in Kelso, Washington. The project proposes demolishing the existing elementary school building, which comprises approximately 49,000 square feet. The new elementary school will be built on the same site and will be approximately 57,000-gross-square-foot of building. The existing school will remain in operation while the new school is being built on the southern end of the school grounds. The overall student capacity will increase from 350 to 450 students with the replaced elementary school. See Figure 1 for the vicinity map, existing trip distribution, and school boundary.

The Wallace Elementary School replacement project proposes closure of Elm Street from S 4th Avenue to S 5th Avenue. The intent is to extend the school grounds across Elm Street and the two residential lots on the north side of Elm Street between S 4th and 5th Avenues. The closure of Elm Street provides additional room for the expansion of the school building and provides additional outdoor room for recreation. See Figure 2 for the site plan.

Traffic near the school has generated traffic complaints primarily based on drop-off and pick-up of students. The undisciplined parking has been a source of complaints by adjacent residents near the school. Parking on lawns, plus blocking driveways and walkways are examples of comments. With parking on both sides of S 5th Avenue, there is not room for two-way traffic. This type of complaint has mainly focused on S 4th and 5th Avenues and generated interest in a suggestion to convert the two-way streets into a one-way couplet: S 5th Avenue, southbound and S 4th Avenue, northbound.

The South Kelso Community Health Advocates prepared a parent survey and walking route audit to the school. The comments were reviewed and addressed when appropriate in this report. See Appendix A for the summary of comments.

Existing Conditions

The existing streets and intersections studied in this report were identified after consultation with City staff. These include S 4th Avenue, S 5th Avenue, and their intersections with Chestnut Street, Elm Street, and Yew Street. The primary intent was to verify that the proposed closure of Elm Street between S 4th and S 5th Avenues would not have significant impacts on the adjacent streets.

All the studied streets are classified as local streets, except for Yew Street, which is classified as a collector. All intersections are two-way stop sign controlled with one lane in each direction. See Figure 3 for the roadway classifications, crosswalks, school signs, and the stop sign placements at the intersections near the school. The area reviewed is bound by Pacific Avenue, Mill Street, S 7th St and Yew Street.

The streets near the school are narrow streets matching the City of Kelso Standard Plans for local streets. Most are approximately 32 feet wide with S 4th Avenue between Laurel and Elm Street being 36 feet wide. This is effective keeping the speed of traffic at or below 25 MPH but, during peak traffic periods at the school, can result in mid-block congestion associated with parked vehicles and two-way traffic. The congestion is most acute on S 5th Avenue between Elm Street and Yew Street. S 5th Avenue is 32 feet wide and, with dense parking on both sides, does not provide adequate roadway width for two-way traffic.

The sidewalk network is relatively complete with sidewalks on many streets leading to the school but missing on some streets and lacking curb ramps at many intersections. The City recently completed a Safe Route to School project that added sidewalks on Laurel Street.

Traffic count data was collected in the school peak hours, 8–9 AM and 3–4 PM, as well as the peak PM peak for the adjacent streets (4–5 PM). For the analysis, the 3–4 PM peak hour was used, as this was the highest afternoon traffic period. Speed survey and 24-hour traffic count data was collected mid-block on both S 4th Avenue and S 5th Avenue between Laurel Street and Elm Street. See Figure 4 for the existing traffic volumes and speed survey data. See Appendix B for traffic count data.

The turning movement counts collected pedestrian and bicycle crossing data at each studied intersection. The volume of pedestrians near the school is very high compared to other schools. This appears related to the proximity of low to moderate income residential land use and the school. See Figure 5 for the pedestrian crossing volumes at the studied intersections. See Appendix B for pedestrian count data.

Proposed Traffic Conditions

This study evaluated potential transportation impacts of a few alternatives:

- New school trips
- Elm Street closure
- Widening S 5th Avenue between Laurel Street and Elm Street
- One-way couplet on S 4th Avenue and S 5th Avenue
- School walk routes to school

The proposed school will increase the square footage of the building by approximately 8,000 square feet and the enrollment ultimately by 100 students. Based on the ITE *Trip Generation Manual* this will result in an increase in school trips as summarized in Table 1.

Table 1. ITE Trip Generation for Wallace Elementary School Replacement

Land Use (ITE Code)	Elementary School (520)		Elementary School (520)	
Independent Variable	1,000 Square Feet		Students	
Size	8		100	
Average Weekday Trips (ADT)	124		130	
Peak Hour Trips	AM	PM	AM	PM
In	23	11	25	13
Out	18	14	20	15
Total Trips	41	25	45	28

The 2025 future traffic without the project is based on traffic background traffic growth of an assumed 1 percent annual growth rate. The new school trips, based on 100 new students, were added to the 2025 volumes without the project. The new school trips were distributed based on the existing school trip distribution and circulation changes due to the closure of Elm Street between S 4th Avenue and S 5th Avenue. The redistribution of trips due to the Elm Street closure is based on professional judgement, the volumes entering and exiting Elm Street, the shortest new paths to and from the school, and the access through the visitor parking. See Figure 1 for the trip distribution. See Figure 6 for the 2025 traffic volumes with the project.

Because of the Elm Street closure, the volume of traffic on Chestnut Street will increase from approximately 20 vehicles per hour in the peak period to 44 vehicle per hour in the peak period. This hourly volume is within typical local street volumes of under 50 vehicles per hour. To minimize impacts, a traffic circulation map is proposed that would direct school traffic destined for the PLZ on S 5th Avenue to use Mill Street. See Figure 7 for school traffic circulation map. The intent is the school administration will circulate this map to school staff and parents. The analysis of impacts to the studied intersections used the distribution based on Figure 1, which is closer to the existing trips distribution, as this is more conservative than the trip distribution based on Figure 7.

Based on complaints of congestion, primarily on S 5th Avenue between Laurel Street and Elm Street, a one-way couplet was considered as mitigation. This is envisioned as one-way southbound on S 5th Avenue and one-way northbound on S 4th Avenue. One-way on S 5th Avenue would address two-way traffic on narrow streets with parked vehicles. On S 5th Avenue, with parking related to the drop-off and pick-up of students, there are often vehicles parked on both sides with only 12 to 14 feet of clear roadway width for two-way traffic.

The school proposes to widen S 5th Avenue by 6 feet on the west side along the school frontage to provide enough width to allow parking on both sides and enough width (20 feet) for two-way traffic. Thus, the need for one-way streets is not necessary. Furthermore, traffic circulation can be significantly improved with specific directions to parents and employees as proposed in Figure 7.

One key area of improvement with the new school is a proposed PLZ operation for student drop-off and pick-up. As noted above, S 5th Avenue will be widened to allow street parking and roadway width for two-way traffic. This

will include a significantly longer PLZ on S 5th Avenue for a total of 400 feet of zone for parents to use to drop-off and pick-up students. The PLZ operation can be significantly improved with on-site supervision. One successful strategy is to cluster the children waiting for pick-up at the head of the PLZ. This encourages the adult waiting for the child to pull forward to reduce the queue length of waiting vehicles. With parents directed to enter from the north and exit to the south to Yew Street, the congestion is further reduced by eliminating northbound school traffic on S 5th Avenue.

Wallace Elementary School has a large volume of students walking to and from school. The walking survey prepared by the South Kelso Community Health Advocates came to a similar conclusion with a count of approximately 60–70 pedestrians and cyclists using Laurel Street after school. See appendix A for a summary of community comments and pedestrian counts prepared in 2016 for a school walk route audit. Based on these comments and proposed changes to traffic circulation, modifications are recommended to the Wallace School walk routes. See Figure 8 for the existing and proposed modifications to the walk routes to Wallace Elementary School. The plan suggests using S 6th Avenue as opposed to 5th Avenue were traffic is intended to access the school.

Intersection Operation and Roadway Capacity Analysis

The level of service (LOS) was calculated for each of the studied intersections using Synchro software and Highway Capacity Manual 2010 reports. See Appendix C for a copy of the LOS reports. The LOS is a measure of delay, typically associated with the volume of traffic and the capacity of the intersections based on the type of traffic control and number of lanes. LOS is given a letter grade to denote the magnitude of the delay with LOS A signifying little to no delay and LOS F signifying high delay that most drivers find unacceptable. All intersections were analyzed based on a single-lane approach and two-way stop controls.

The LOS calculations for the AM and PM peak hours are summarized below in Tables 2 and 3 for the existing and future conditions, respectively. The delay is associated with the stop-controlled approach.

Table 2. 2018 Level of Service for Existing Conditions for Study Area Intersections

Intersection (critical lane group)	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Chestnut Street / S 4th Avenue <i>Westbound approach</i>	A	9.6	A	9.7
Chestnut Street / S 5th Avenue <i>Westbound approach</i>	A	9.4	A	9.2
Elm Street / S 4th Avenue <i>Eastbound approach</i>	A	9.5	A	9.4
Elm Street / S 5th Avenue <i>Southbound approach</i>	B	10.3	A	9.4
Yew Street / S 4th Avenue <i>Northbound approach</i>	A	9.5	A	9.4
Yew Street / S 5th Avenue <i>Northbound approach</i>	A	9.5	A	9.5

Table 3. 2025 Level of Service for Future Conditions with Project Trips

Intersection (critical lane group)	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Chestnut Street / S 4th Avenue <i>Westbound approach</i>	A	9.7	A	9.9
Chestnut Street / S 5th Avenue <i>Westbound approach</i>	A	9.8	A	9.3
Elm Street / S 4th Avenue <i>Eastbound approach</i>	A	8.8	A	8.9
Elm Street / S 5th Avenue <i>Westbound approach</i>	A	9.4	A	8.9
Yew Street / S 4th Avenue <i>Northbound approach</i>	A	9.4	A	9.5
Yew Street / S 5th Avenue <i>Northbound approach</i>	A	9.6	A	9.3

All the studied intersections currently operate at a high level of service and will continue to operate at a high level of service with the additional school trips and the closure of Elm Street.

Safety Analysis

The traffic collisions were reviewed for the studied intersections and roadways in the vicinity of the school. The most recent collision history was provided by the Washington State Department of Transportation for the years 2013 to 2017. There was one collision at the S 5th Avenue / Elm Street intersection and one collision on S 5th Avenue 150 feet south of Elm Street. Neither collision resulted in injuries. There were no other collisions at the studied intersection or on streets fronting the school. The lack of collisions is likely related to the low traffic volumes and the low speed of traffic in the neighborhood. The narrow streets are a proven method for keeping the speed of traffic low. The speed surveys on S 4th Avenue and S 5th Avenue are typical examples of the traffic speeds on the other streets in the area.

The Mill Street and S 4th Avenue intersection has a pattern of two collisions per year susceptible to correction by an upgrade from a two-way to four-way stop sign traffic control. This is likely related to the stop control on the Mill Street, the higher-volume roadway, and is not related to school traffic. The City should consider installing four-way stop traffic controls at this intersection. See Appendix E for the collision history in vicinity of Wallace Elementary School.

The driveways in the proposed site plan were evaluated for stopping sight distance. The site plan shows trees near each driveway that may require relocation to meet safe stopping sight distance (150 feet for 25 MPH). See Figure 2 for an example of the clear corner triangles for the proposed driveways.

Conclusion

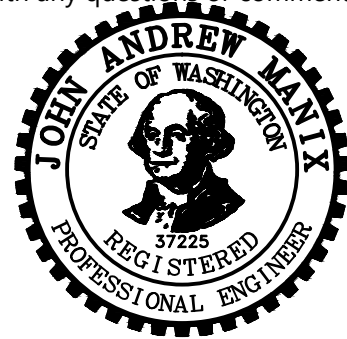
In conclusion, the Wallace Elementary School replacement, with the closure of Elm Street, will have minimal traffic impacts. Most of the existing school traffic complaints can be addressed with widening S 5th Avenue as proposed

and consolidating the passenger loading zone on S 5th Avenue along the school frontage. Further refinement can be made by instructing parents to approach the PLZ from the north and exit to the south as shown on Figure 7. The walk routes to school map should be revised as proposed on Figure 8.

Please feel free to contact me at 360.567.2117 or john.manix@pbsusa.com with any questions or comments.

Sincerely,

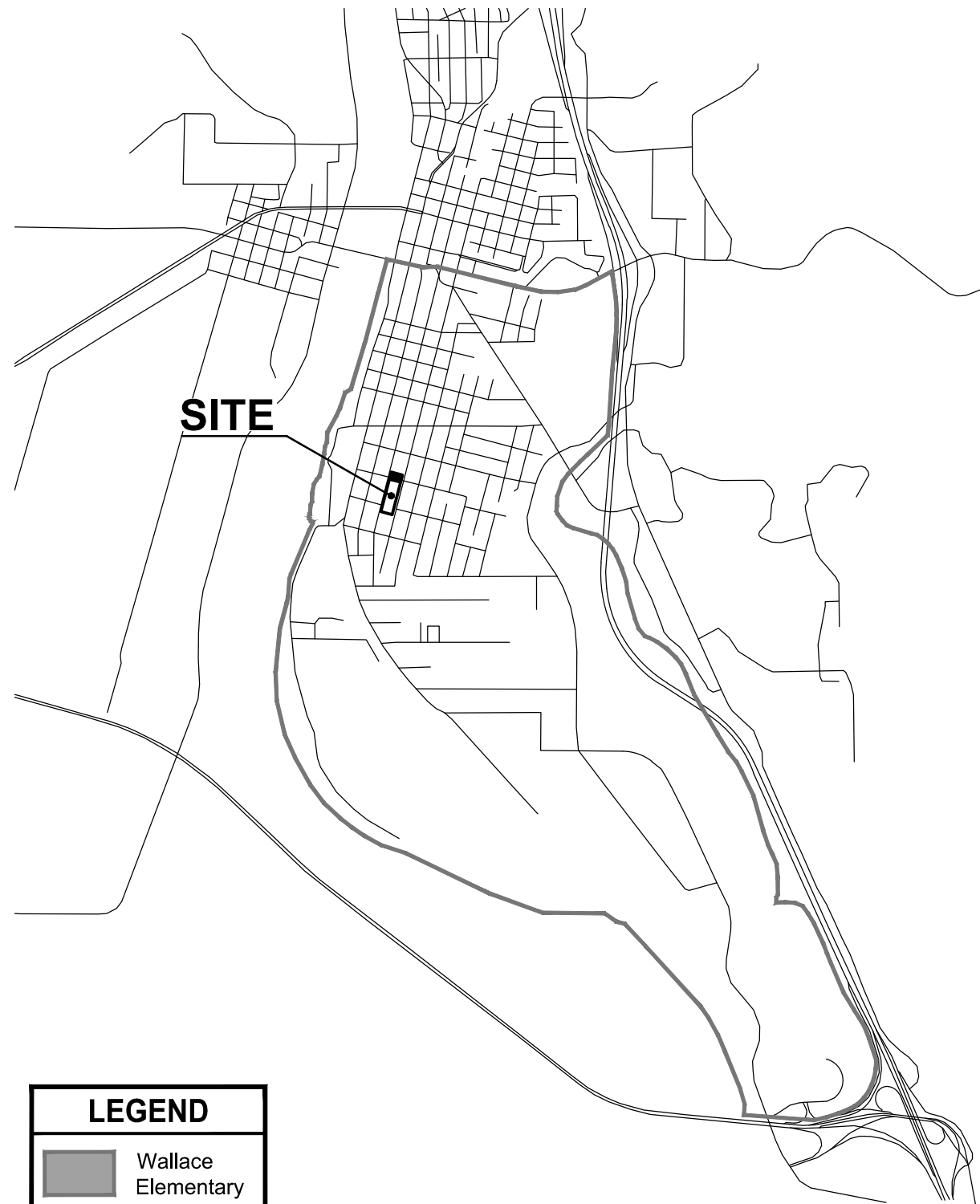
John Manix, PE
Senior Traffic Engineer



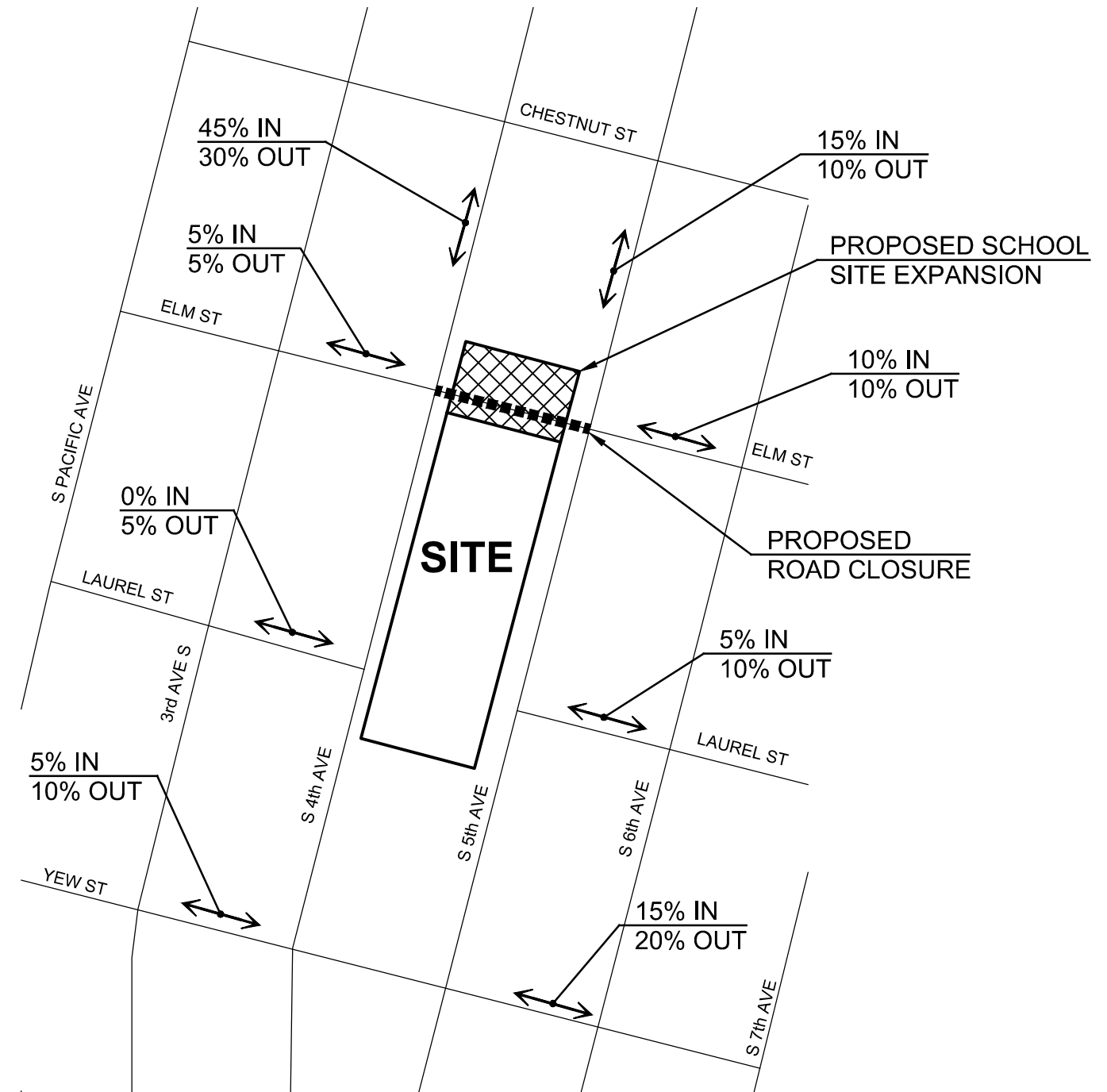
Attachments: Figures
Appendix A – Safe Routes to School Community Recommendations, Wallace Safe Routes to School After School Counts
Appendix B – Traffic and Pedestrian Count Data
Appendix C – Trip Generation Report
Appendix D – Level of Service Reports
Appendix E – Collision Report

JAM:DAH:mo

Figures

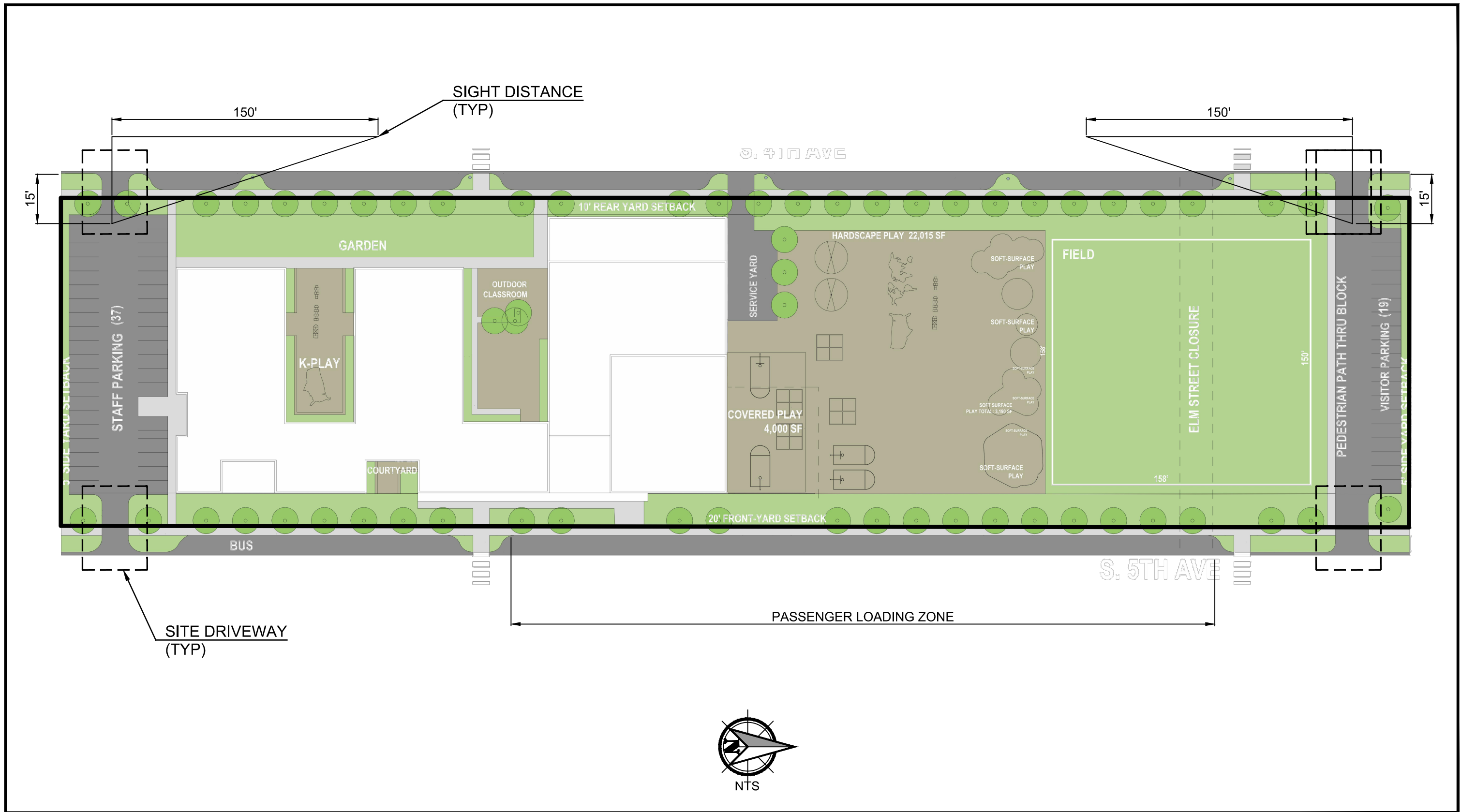


KELSO SCHOOL DISTRICT ELEMENTARY SCHOOL ATTENDANCE BOUNDARIES



SCHOOL VICINITY MAP AND EXISTING TRIP DISTRIBUTION



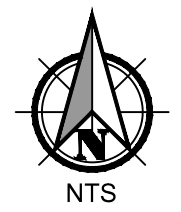
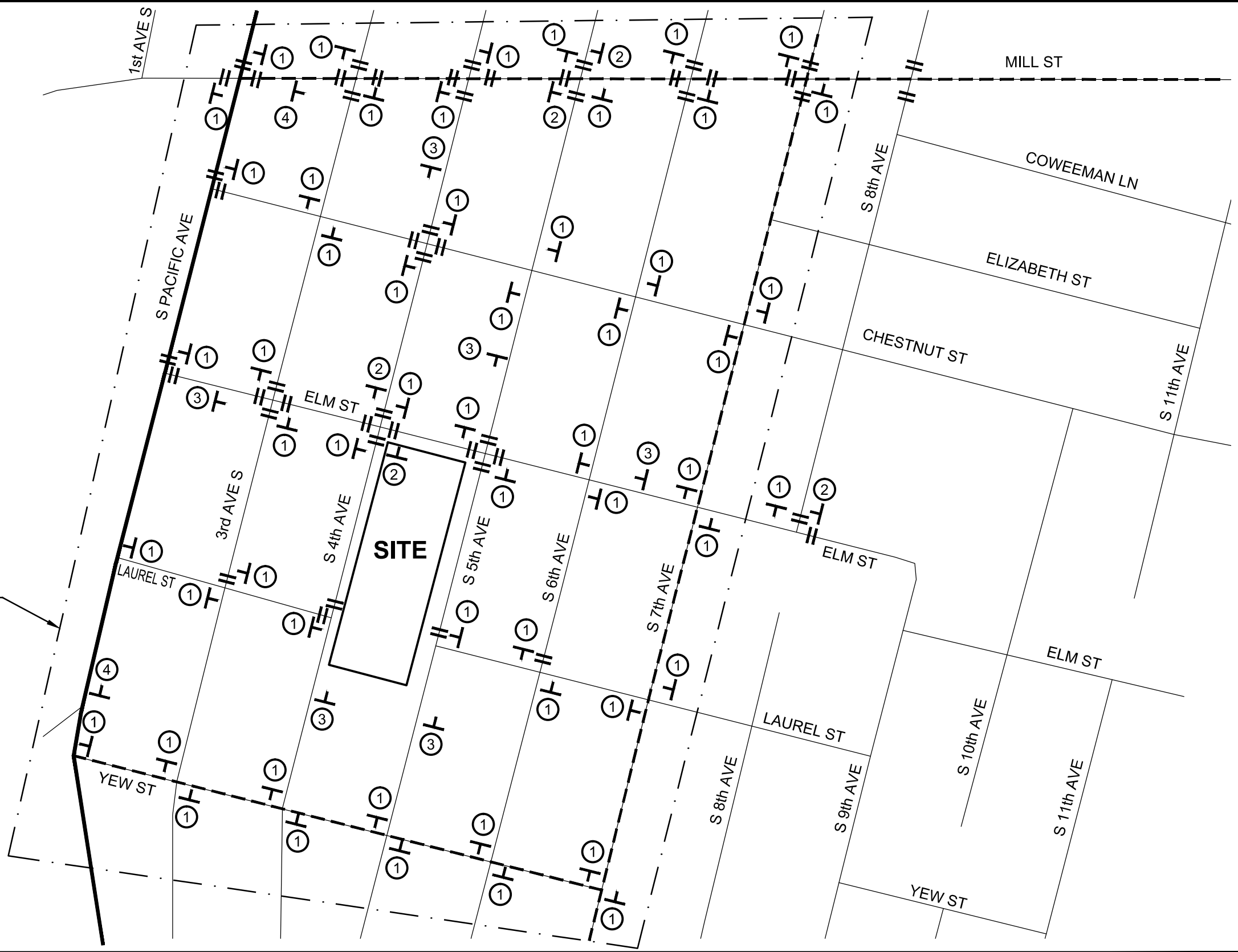


Site Plan
Wallace Elementary School

NOV 2018
FIGURE
2

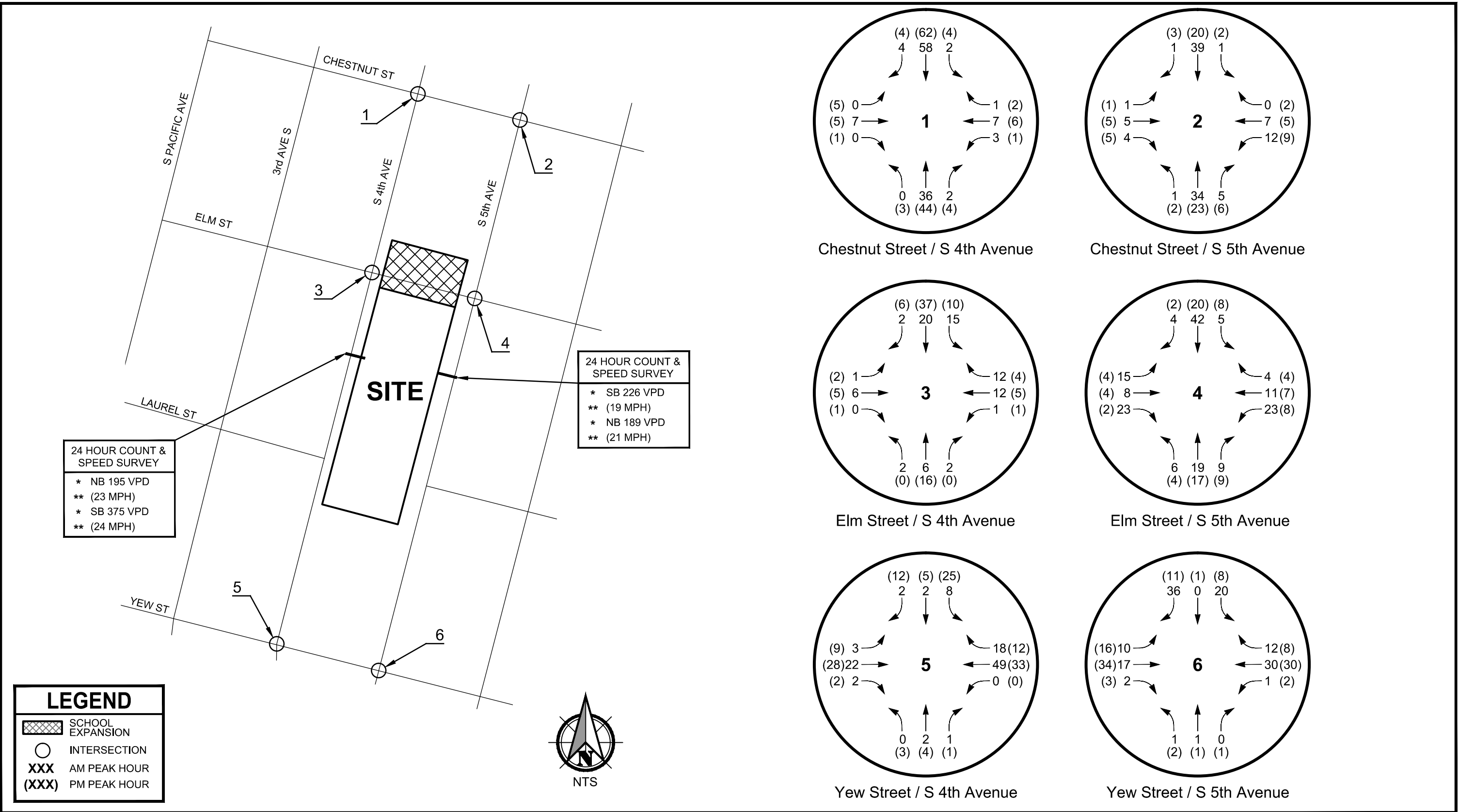
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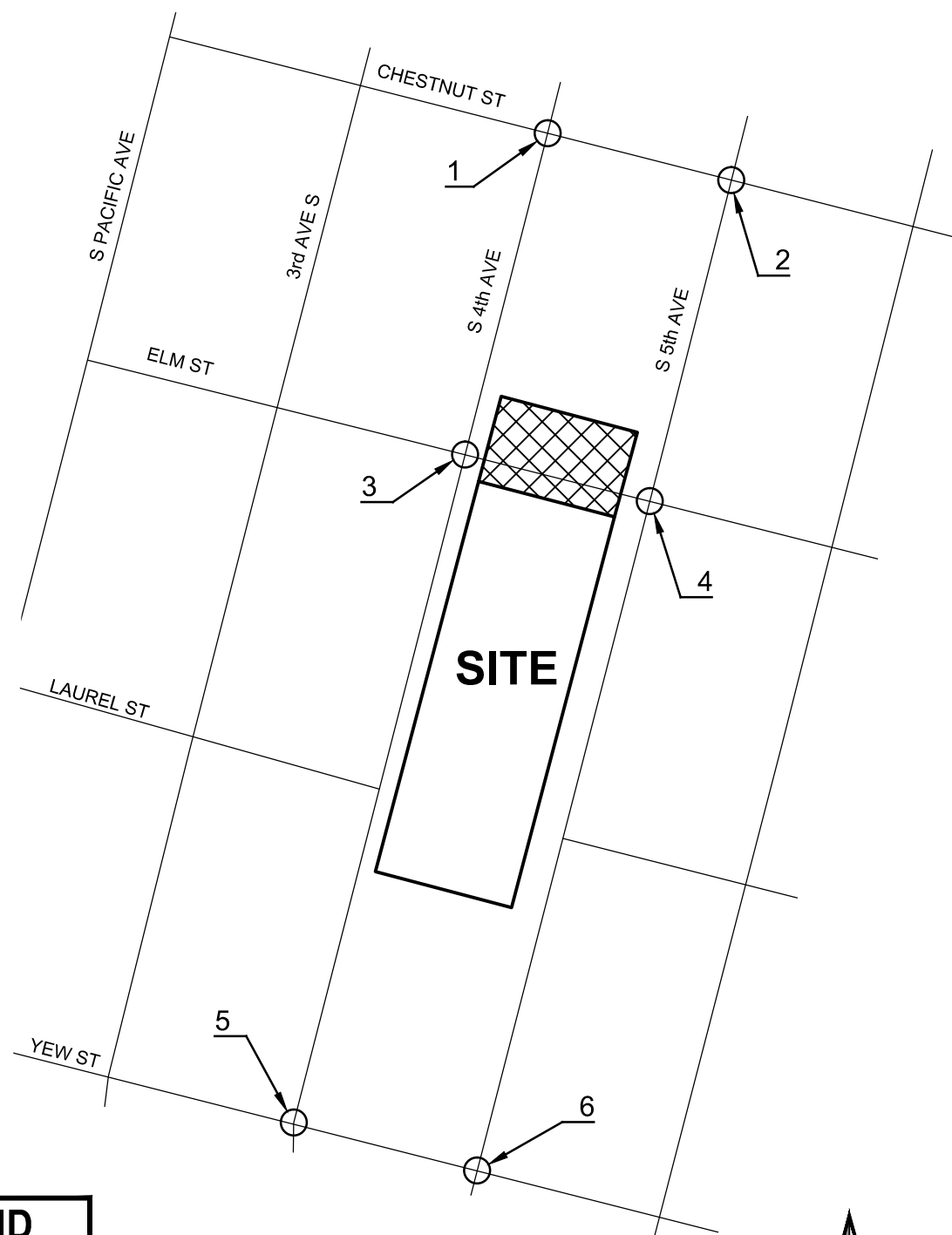
- ⊥ ① STOP SIGN
- ⊥ ② SCHOOL PEDESTRIAN CROSSING WARNING SIGN
- ⊥ ③ 20 MPH SCHOOL ZONE SPEED LIMIT SIGN
- ⊥ ④ 25 MPH SPEED LIMIT SIGN
- = MARKED CROSSWALK
- LOCAL
- - - COLLECTOR
- MINOR ARTERIAL



Existing Road Classifications, Traffic Control Signs & Crosswalks
Wallace Elementary School

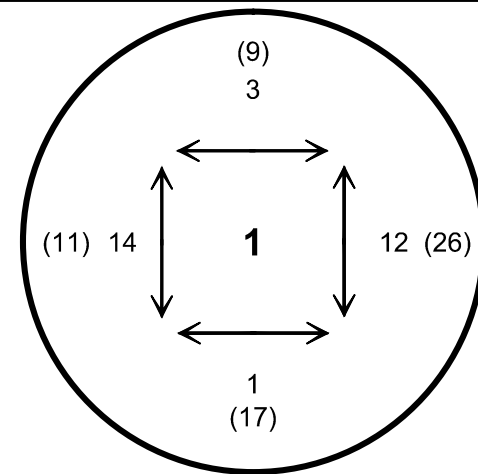
NOV 2018
 FIGURE
3



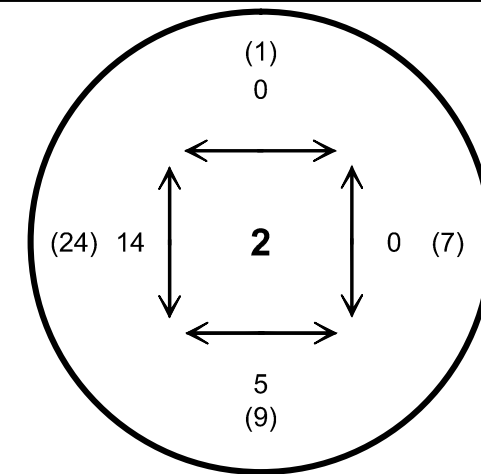


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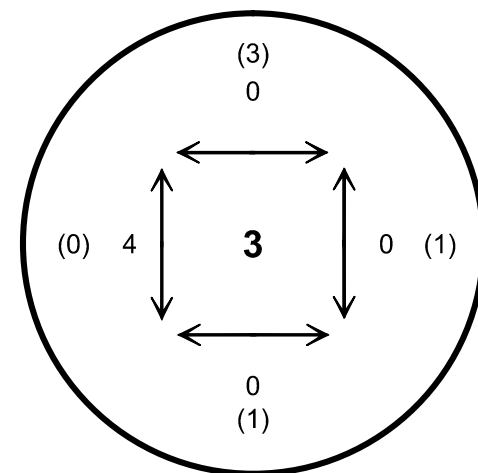
- SCHOOL EXPANSION
- INTERSECTION
- XXX** AM PEAK HOUR
- (XXX)** PM PEAK HOUR



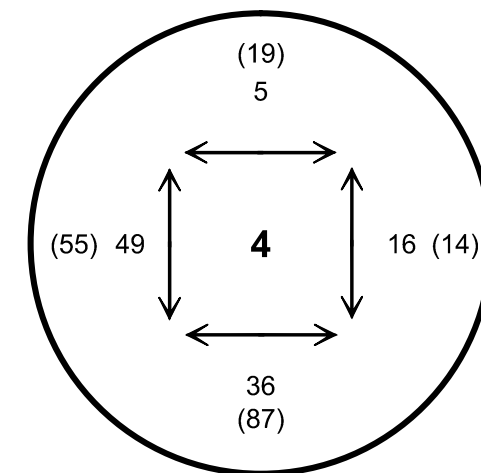
Chestnut Street / S 4th Avenue



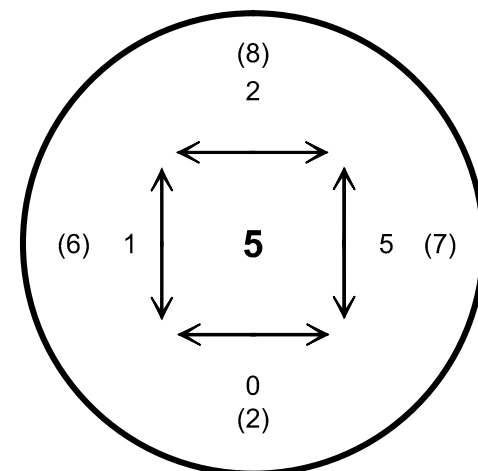
Chestnut Street / S 5th Avenue



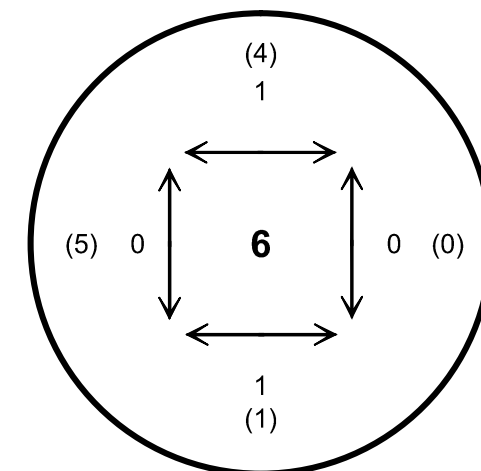
Elm Street / S 4th Avenue



Elm Street / S 5th Avenue



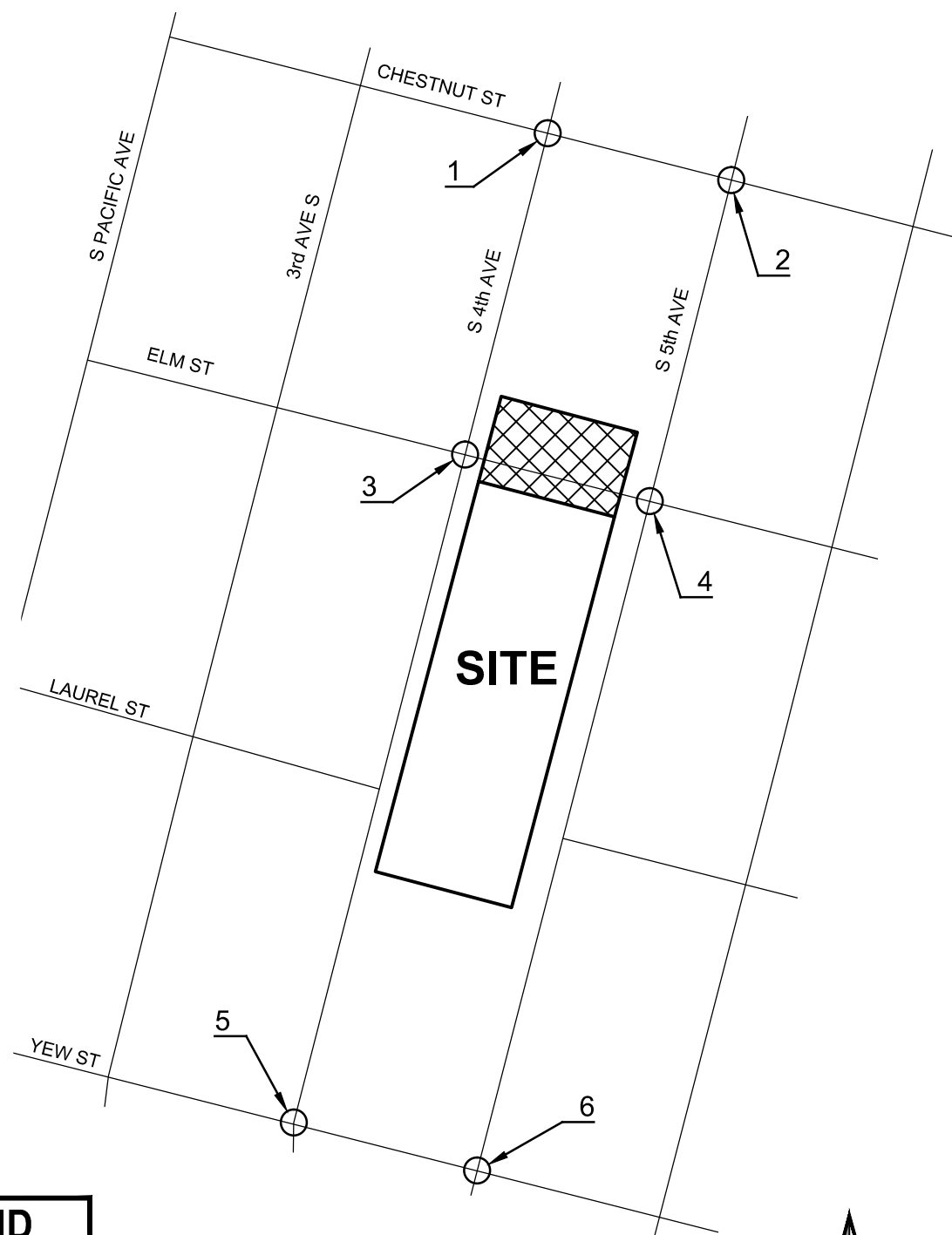
Yew Street / S 4th Avenue



Yew Street / S 5th Avenue

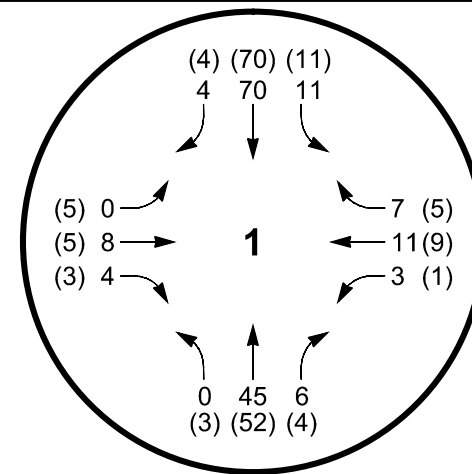
Existing Pedestrian Volumes
Wallace Elementary School

NOV 2018
FIGURE
5

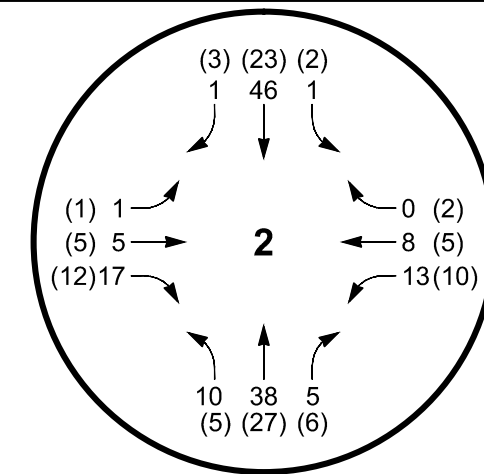


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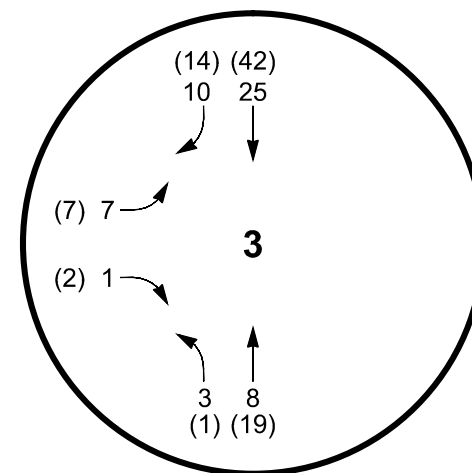
- SCHOOL EXPANSION
- INTERSECTION
- XXX** AM PEAK HOUR
- (XXX)** PM PEAK HOUR



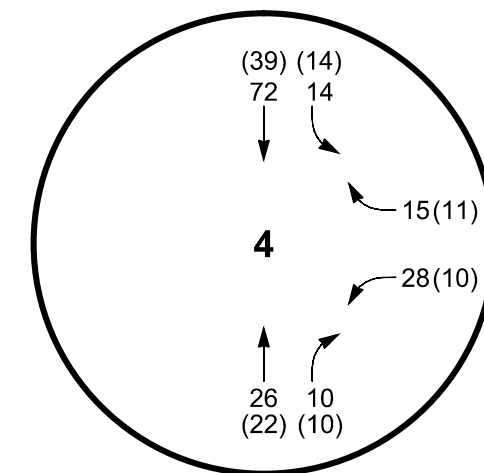
Chestnut Street / S 4th Avenue



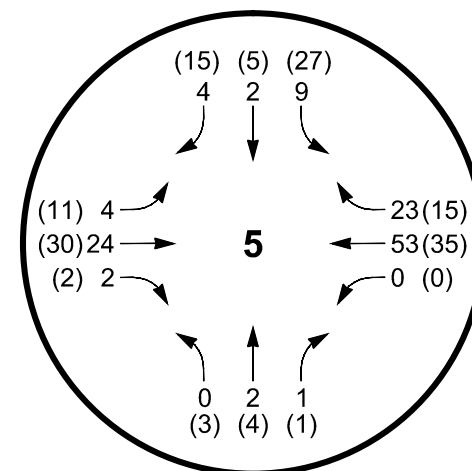
Chestnut Street / S 5th Avenue



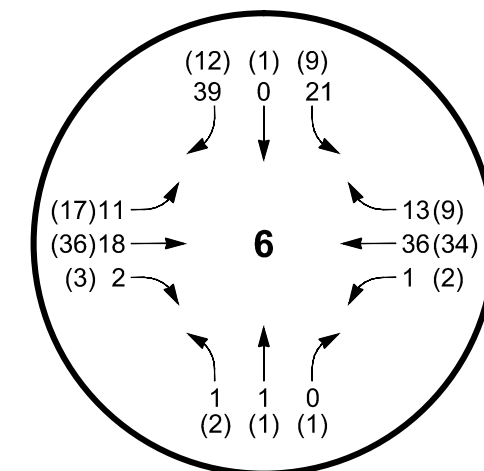
Elm Street / S 4th Avenue



Elm Street / S 5th Avenue



Yew Street / S 4th Avenue



Yew Street / S 5th Avenue

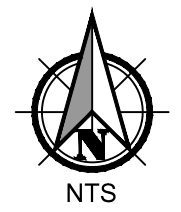
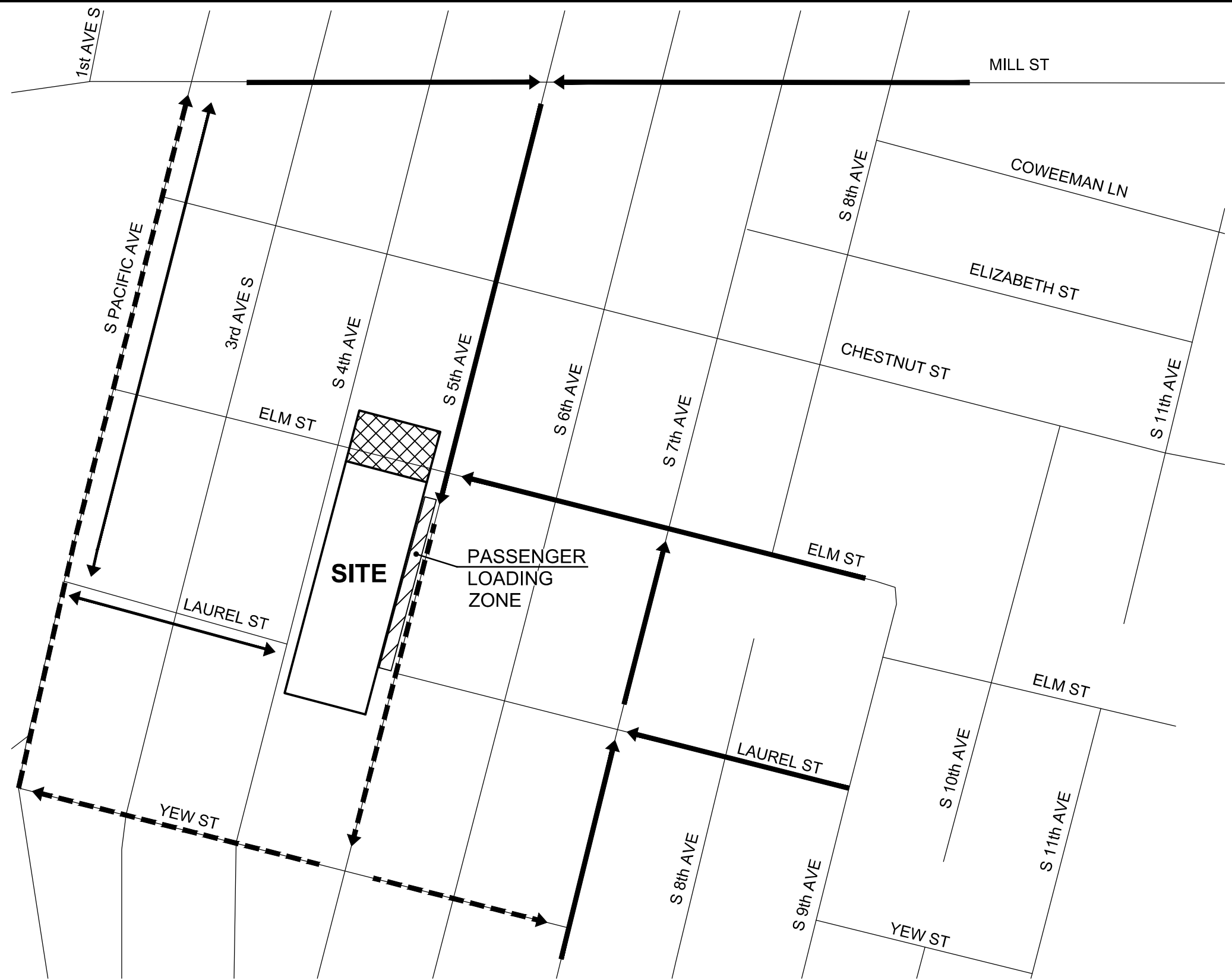


2025 With Project Traffic Volumes
Wallace Elementary School

NOV 2018
FIGURE
6

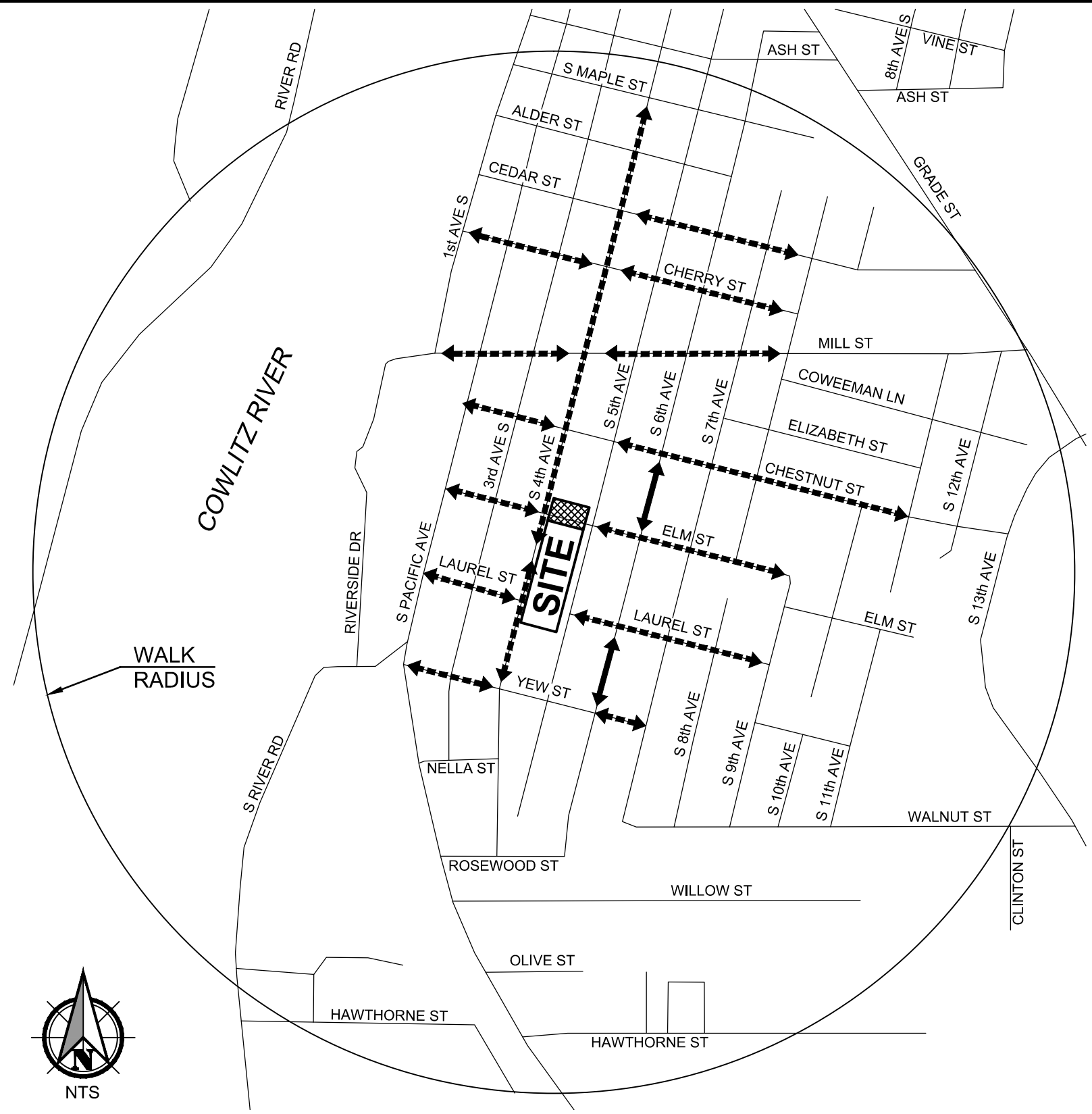
LEGEND

- ← PARENT ROUTE TO SCHOOL
- ← - - - PARENT ROUTE FROM SCHOOL
- ↔ EMPLOYEE ROUTE TO AND FROM SCHOOL



**Proposed School Traffic Circulation Plan
Wallace Elementary School**

NOV 2018
FIGURE
7



LEGEND	
	EXISTING WALK ROUTE TO SCHOOL
	PROPOSED MODIFICATION TO WALK ROUTE TO SCHOOL



Proposed Walk Routes To School
Wallace Elementary School

NOV 2018
 FIGURE
8

Appendix A

**Safe Routes to School Community Recommendations
Wallace Safe Routes to School After School Counts**

Wallace Safe Routes to School Summary

Describe the community engagement used during the planning and/or project development of this proposal:

The South Kelso Community Health Advocates (CHAS), part of the Healthy Living Collaborative of Southwest Washington, have found many ways to support Wallace Elementary School in the heart of the neighborhood where more than half the students walk or bike to school. The advocates heard and saw a need for safer walking, biking, and rolling routes in a neighborhood with very few safe walking paths. The team decided to pursue the first ever Safe Routes to School Grant in Kelso and convened a local stakeholder group with the city, school district, police department, elementary school, and local health department.

Through the Healthy Living Collaborative, a regional coalition of over 50 community partners, the advocates had the opportunity to partner with Kari Schlosshauer from the Safe Routes to School National Partnership, Pacific Northwest Regional Network and Lauren Henricksen with the Cowlitz County Health and Human Services Department and lead for Walkable Cowlitz. Both organizations provided expertise and support throughout this process.

The Community Health Advocates completed 25 in-person surveys with Spanish and English speaking families about why they do or do not walk to school. Safety was the main issue for many parents not allowing their children to walk to school, specifically due to sex offenders living in the neighborhood. The Kelso Police Department has agreed to assist the school with this concern by providing a personal safety assembly for all grade levels. The advocates also completed 2 days of before and after school observations and discovered that there are not enough school staff supporting the crossing guard students. A walking audit was successfully completed with almost 15 community members, parents, students, city and county staff. This created a wonderful opportunity for community members to ask a city engineer questions and in turn for the city to learn about community concerns. We then compiled all community recommendations from the previous activities and shared them with the SRTS stakeholder group to determine a project. The stakeholders also received a map map showing where Wallace students live in South Kelso identifying that the Kelso Housing Authority as a high volume for residing children and families. Finally, our team completed a 2 day after school pedestrian count along the project path that was chosen. Everyone learned so much from this project and once again the solutions came from the community members and families that will be impacted.

For any question please contact:

Jenn Schapman

South Kelso Community Health Advocate Coach

Healthy Living Collaborative of Southwest Washington

(360) 846-3920

jenn.hlcsw@gmail.com

healthylivingcollaborative.org

Typical Walk Route challenges to be addressed with this project.



Parked car blocking walk route at corner



Missing sidewalk and corner ADA ramps

Wallace Safe Routes to School Community Recommendations

25 Family Surveys, Before/After School Observations, and Walking Audit completed

I. Wallace School Perimeter

1. Between Laurel & Elm on 5th Street: Add lighting either from sidewalk lamp posts or attached to exterior school wall especially near the gymnasium- all after school events take place here.
2. Regular School Bus Stop between Laurel & Elm on 5th Street: Curb is too high, school bus has to park 3 ft. from curb to open doors, children jump from bus to curb or else land in deep puddles. **(City and school district already working on a solution)**
3. Student with special needs School Bus Stop between Laurel & Elm on 4th Street
4. Family vehicle pick-up/drop-off designation routes: Work with school to figure out better method.
5. Re-paint No Parking Areas **(possibly city summer help project)**
6. More parking for staff and Head Start families

II. Yew Street

7. City has plans to rebuild road from 1st to 7th Ave. **(Possibly use as in-kind)**

III. Laurel Street

8. Laurel & 4th: Crosswalk goes straight into bushes and needs ADA ramps **(take out bushes and add ADA ramp)**
9. Laurel & 5th- 9th: Add sidewalks on one side to connect children walking from housing authority **(Top priority project from community standpoint)**
10. Laurel & 5th- 9th: Add school zone and flashing speed limit signage

IV. Elm Street

11. 4th & Elm: Four way stop
12. Blind corner after 8th Ave: Need traffic calming (speed humps or mural), better signage, sidewalk route
13. 6th & Elm: Need sidewalks
14. Lads and Lassies Park: More lighting
15. ADA ramps on 4th & 5th

V. Chestnut Street: **City working on large storm water drain project- possibly use as in-kind**

16. 4th & Chestnut: Cracked sidewalks, pot holes, and no crosswalk.
17. 4th - Grade Street: New sidewalks, fix roads/potholes
18. 6th & Chestnut: cannot see through parked cars to ongoing traffic

VI. Mill Street: **Grant covers 2 mile radius**

19. 4th & Mill: 4-way stop to reduce speeding on 4th Ave. in school zone
20. Blinking speed limit signage/more enforcement of speed. **(Mobile speed trailer)**
21. Change Mill Street to 20mph during school walking hours 7-9am and 1-4pm
22. Dog poop on sidewalk is a problem- Need doggy poop bags and garbage receptacles

VII. Other grant ideas:

23. Personal safety assemblies with KPD
24. Walking School Bus
25. New bike racks
26. Print professional walking routes maps for children and families

**Wallace SRTS After School Pedestrian Count
Monday, April 25 & Tuesday, April 26**

1. Intersection at 5th & Laurel (South)

4/25/16, 3:15-3:35 = 22 walkers

4/26/16, 3:15-3:35 = 17 walkers

2. Intersection at 5th & Laurel (North)

4/25/16, 3:15-3:35 = 13 walkers

4/26/16, 3:15-3:35 = 18 walkers

3. Between 5th & 6th on Laurel Street

4/25/16, 3:15-3:37 = 60 walkers/5 bikers

4/26/16, 3:15-3:37 = 64 walkers/7 bikers

4. Corner of 9th & Laurel

4/26/16, 3:20-3:45 = 16 walkers/3 bikers

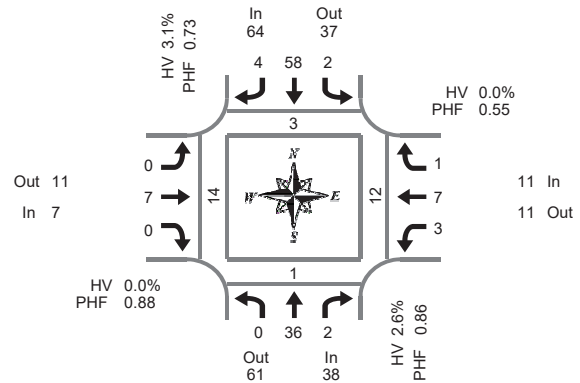
Appendix B

Traffic and Pedestrian Count Data

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Chestnut St

Thursday, October 11, 2018
7:00 AM to 9:30 AM

15-Minute Interval Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
7:00 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	9	1	2	0	0
7:15 AM	0	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	7	0	0	2	0
7:30 AM	0	4	1	0	0	9	1	0	1	0	0	0	0	0	0	0	16	0	1	0	0	
7:45 AM	0	7	0	1	0	11	0	0	0	0	0	0	0	0	0	1	18	0	0	0	0	
8:00 AM	0	8	0	0	1	15	1	0	0	2	0	0	2	3	0	0	32	1	1	2	0	
8:15 AM	0	8	2	0	0	21	1	0	0	2	0	0	0	1	0	0	35	0	0	8	9	
8:30 AM	0	11	0	0	1	9	1	1	0	2	0	0	1	2	1	0	28	2	0	2	5	
8:45 AM	0	9	0	1	0	13	1	0	0	1	0	0	0	1	0	0	25	0	0	0	0	
9:00 AM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	
9:15 AM	0	1	0	0	2	2	0	0	1	0	0	0	0	1	0	0	7	0	0	0	2	
Total Survey	0	57	3	2	4	92	8	1	2	7	0	0	3	9	1	1	186	4	4	14	16	

Peak Hour Summary 8:00 AM to 9:00 AM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	38	61	99	1	64	37	101	1	7	11	18	0	11	11	22	0	120	3	1	12	14
%HV	2.6%				3.1%				0.0%				0.0%				2.5%				
PHF	0.86				0.73				0.88				0.55				0.86				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	36	2	38	2	58	4	64	0	7	0	7	3	7	1	11	120
%HV	0.0%	2.8%	0.0%	2.6%	0.0%	3.4%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%
PHF	0.00	0.82	0.25	0.86	0.50	0.69	1.00	0.73	0.00	0.88	0.00	0.88	0.38	0.58	0.25	0.55	0.86

Rolling Hour Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	16	1	1	0	27	4	0	1	0	0	0	0	1	0	1	50	1	3	2	0
7:15 AM	0	21	1	1	1	37	5	0	1	2	0	0	2	3	0	1	73	1	2	4	0
7:30 AM	0	27	3	1	1	56	3	0	1	4	0	0	2	4	0	1	101	1	2	10	9
7:45 AM	0	34	2	1	2	56	3	1	0	6	0	0	3	6	1	1	113	3	1	12	14
8:00 AM	0	36	2	1	2	58	4	1	0	7	0	0	3	7	1	0	120	3	1	12	14
8:15 AM	0	32	2	1	1	48	3	1	0	5	0	0	1	4	1	0	97	2	0	10	14
8:30 AM	0	25	0	1	3	29	2	1	1	3	0	0	1	4	1	0	69	2	0	2	7

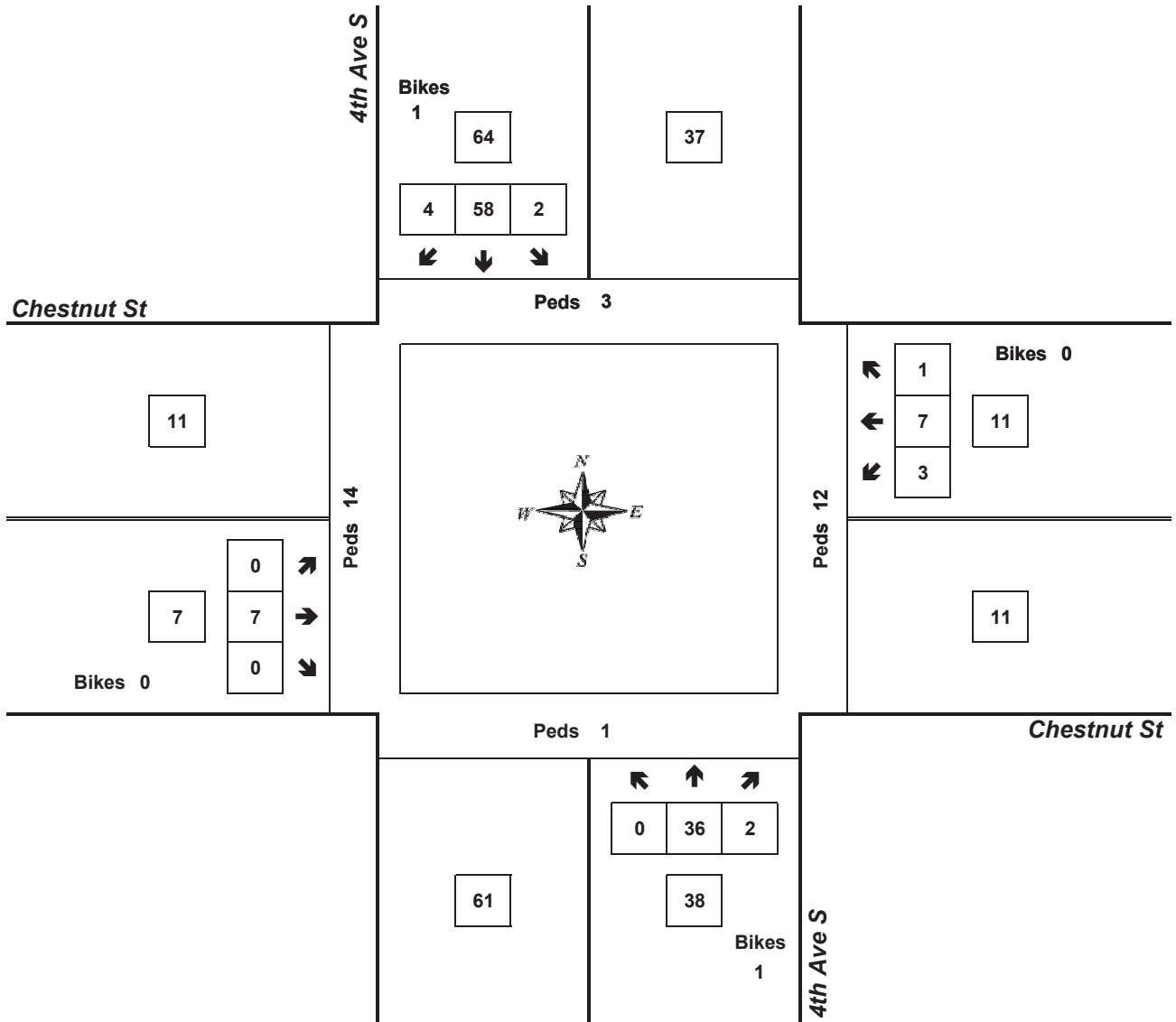
Peak Hour Summary



Clay Carney
(503) 833-2740

4th Ave S & Chestnut St

8:00 AM to 9:00 AM
Thursday, October 11, 2018



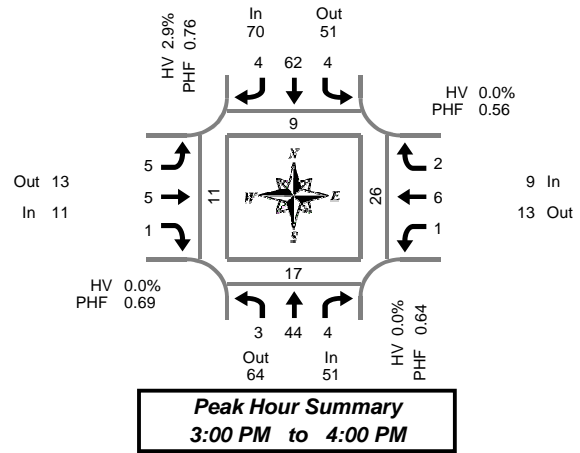
Approach	PHF	HV%	Volume
EB	0.88	0.0%	7
WB	0.55	0.0%	11
NB	0.86	2.6%	38
SB	0.73	3.1%	64
Intersection	0.86	2.5%	120

Count Period: 7:00 AM to 9:30 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Chestnut St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

15-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
2:00 PM	0	0	0	0	1	3	1	0	0	1	2	0	0	0	1	1	1	10	2	2	0	1
2:15 PM	1	4	2	0	0	5	2	0	0	2	0	0	0	0	2	0	0	18	2	0	0	0
2:30 PM	0	6	2	0	0	13	0	0	2	0	0	0	0	2	0	0	25	0	0	1	1	
2:45 PM	0	2	0	0	0	6	1	0	1	1	1	0	0	1	1	1	14	2	2	2	0	
3:00 PM	0	2	0	0	0	12	0	0	2	1	0	0	1	1	0	0	19	0	0	1	2	
3:15 PM	1	11	4	0	1	21	1	0	0	1	1	1	0	0	2	2	45	3	5	10	2	
3:30 PM	2	18	0	0	2	14	0	0	1	1	0	0	0	3	0	0	41	6	11	15	7	
3:45 PM	0	13	0	0	1	15	3	0	2	2	0	0	0	0	0	0	36	0	1	0	0	
Total Survey	4	56	8	0	5	89	8	0	8	9	4	0	1	12	4	2	208	15	21	29	13	

Peak Hour Summary 3:00 PM to 4:00 PM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	51	64	115	0	70	51	121	0	11	13	24	0	9	13	22	0	141	9	17	26	11
%HV	0.0%				2.9%				0.0%				0.0%				1.4%				
PHF	0.64				0.76				0.69				0.56				0.78				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	44	4	51	4	62	4	70	5	5	1	11	1	6	2	9	141
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
PHF	0.38	0.61	0.25	0.64	0.50	0.74	0.33	0.76	0.63	0.63	0.25	0.69	0.25	0.50	0.25	0.56	0.78

Rolling Hour Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	1	12	4	0	1	27	4	0	3	4	3	0	0	6	2	2	67	6	4	3	2
2:15 PM	1	14	4	0	0	36	3	0	5	4	1	0	1	6	1	1	76	4	2	4	3
2:30 PM	1	21	6	0	1	52	2	0	5	3	2	0	1	6	3	1	103	5	7	14	5
2:45 PM	3	33	4	0	3	53	2	0	4	4	2	0	1	7	3	1	119	11	18	28	11
3:00 PM	3	44	4	0	4	62	4	0	5	5	1	0	1	6	2	0	141	9	17	26	11

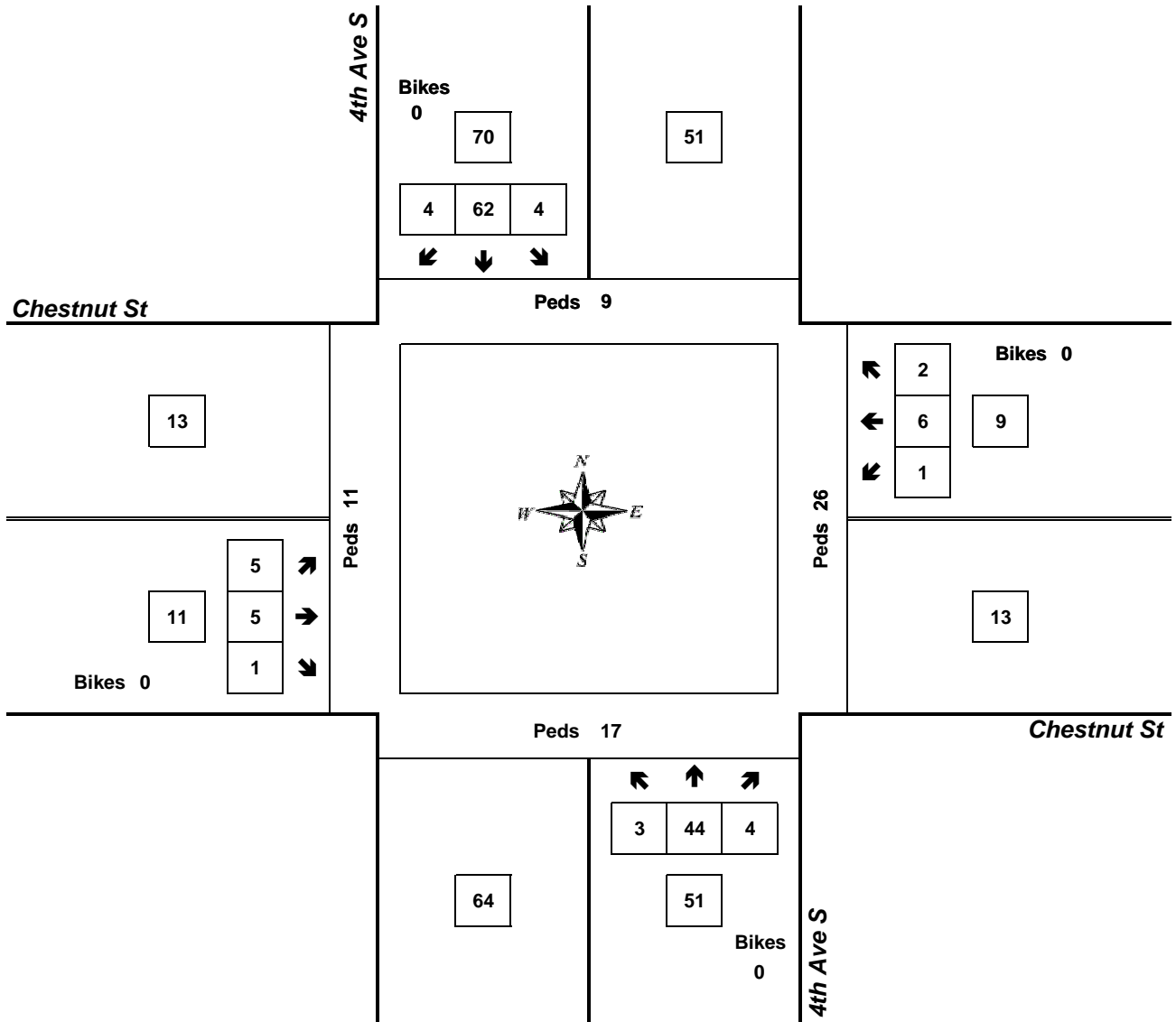
Peak Hour Summary



Clay Carney
(503) 833-2740

4th Ave S & Chestnut St

3:00 PM to 4:00 PM
Thursday, October 11, 2018



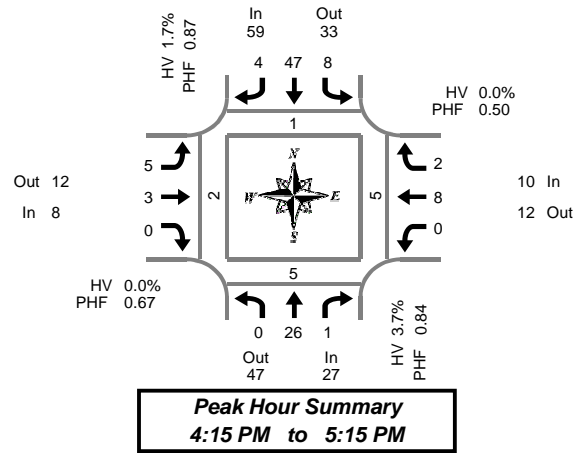
Approach	PHF	HV%	Volume
EB	0.69	0.0%	11
WB	0.56	0.0%	9
NB	0.64	0.0%	51
SB	0.76	2.9%	70
Intersection	0.78	1.4%	141

Count Period: 2:00 PM to 4:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Chestnut St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk					
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West		
4:00 PM	1	3	1	0	2	14	2	0	0	1	0	0	0	0	1	2	1	0	27	0	1	0	0
4:15 PM	0	6	1	0	4	12	1	0	2	0	0	0	0	0	1	1	0	0	28	1	0	0	1
4:30 PM	0	5	0	0	1	12	0	0	1	1	0	0	0	0	0	0	0	0	20	0	3	1	1
4:45 PM	0	7	0	0	2	11	2	0	2	1	0	0	0	0	3	0	0	0	28	0	2	0	0
5:00 PM	0	8	0	0	1	12	1	1	0	1	0	0	0	0	4	1	0	0	28	0	0	4	0
5:15 PM	1	2	0	0	0	10	0	0	1	0	0	0	0	1	0	0	0	0	15	3	0	1	0
5:30 PM	0	6	0	1	0	13	1	0	2	0	0	0	0	0	1	0	0	0	23	3	0	2	0
5:45 PM	0	3	0	0	1	6	2	0	0	0	0	0	0	1	3	3	0	0	19	1	0	1	0
Total Survey	2	40	2	1	11	90	9	1	8	4	0	0	0	2	13	7	1	0	188	8	6	9	2

Peak Hour Summary

4:15 PM to 5:15 PM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	27	47	74	0	59	33	92	1	8	12	20	0	10	12	22	0	104	1	5	5	2
%HV	3.7%				1.7%				0.0%				0.0%				1.9%				
PHF	0.84				0.87				0.67				0.50				0.93				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	26	1	27	8	47	4	59	5	3	0	8	0	8	2	10	104
%HV	0.0%	3.8%	0.0%	3.7%	0.0%	0.0%	25.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%
PHF	0.00	0.81	0.25	0.84	0.50	0.98	0.50	0.87	0.63	0.75	0.00	0.67	0.00	0.50	0.50	0.50	0.93

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	21	2	0	9	49	5	0	5	3	0	0	0	5	3	1	103	1	6	1	2
4:15 PM	0	26	1	0	8	47	4	1	5	3	0	0	0	8	2	0	104	1	5	5	2
4:30 PM	1	22	0	0	4	45	3	1	4	3	0	0	1	7	1	0	91	3	5	6	1
4:45 PM	1	23	0	1	3	46	4	1	5	2	0	0	1	8	1	0	94	6	2	7	0
5:00 PM	1	19	0	1	2	41	4	1	3	1	0	0	2	8	4	0	85	7	0	8	0

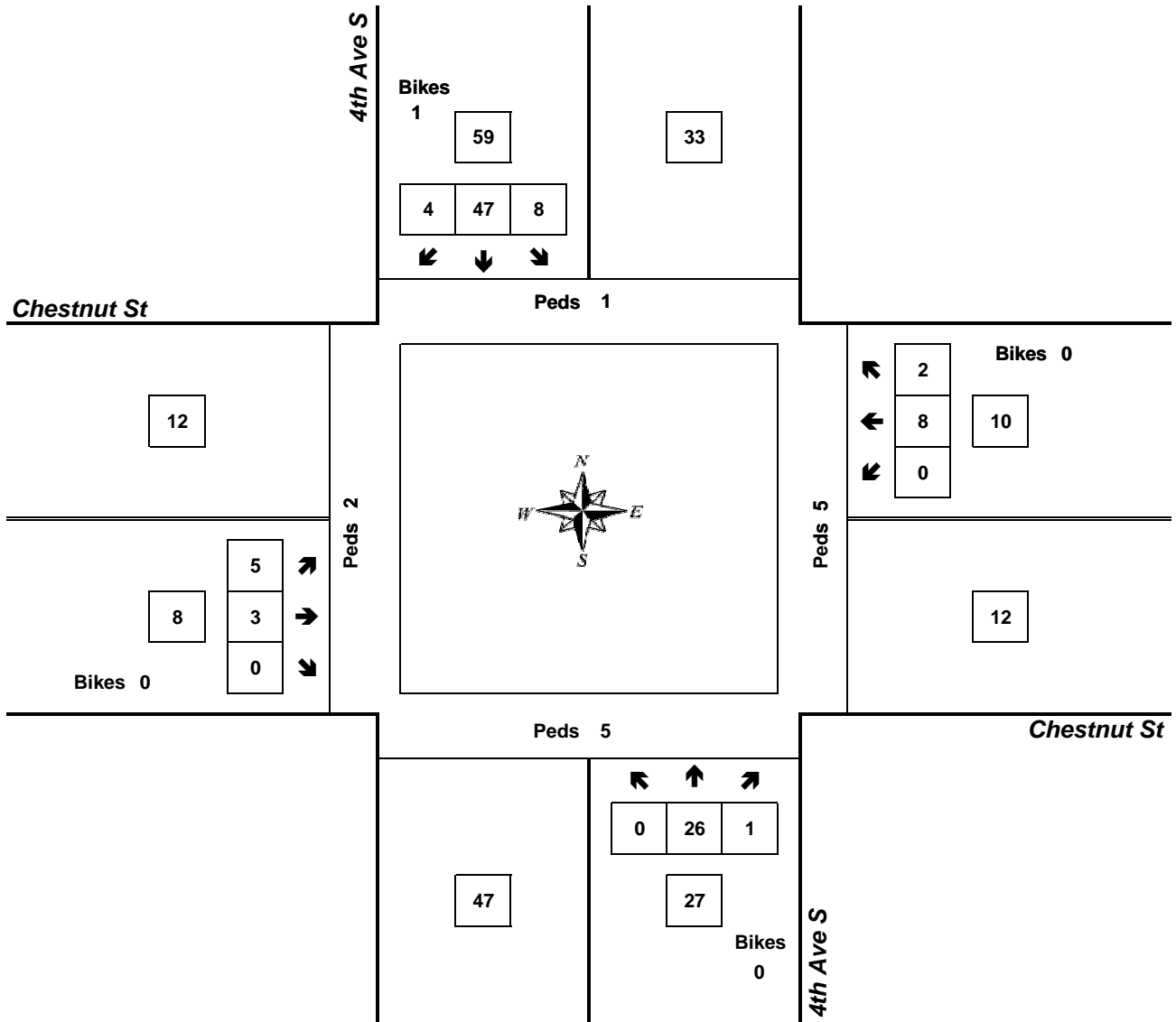
Peak Hour Summary



Clay Carney
(503) 833-2740

4th Ave S & Chestnut St

4:15 PM to 5:15 PM
Thursday, October 11, 2018



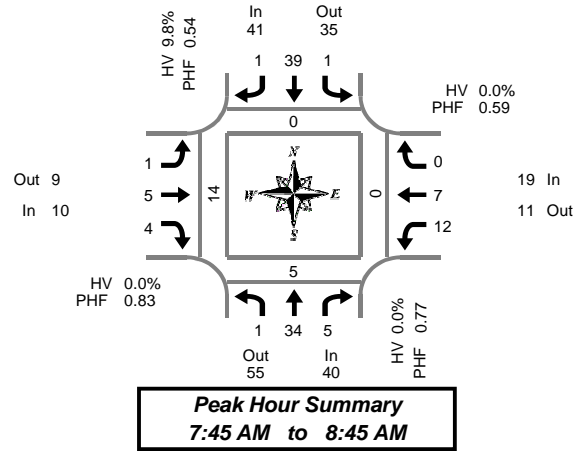
Approach	PHF	HV%	Volume
EB	0.67	0.0%	8
WB	0.50	0.0%	10
NB	0.84	3.7%	27
SB	0.87	1.7%	59
Intersection	0.93	1.9%	104

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Chestnut St

Thursday, October 11, 2018
7:00 AM to 9:30 AM

Peak Hour Summary
7:45 AM to 8:45 AM

15-Minute Interval Summary

7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0
7:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:30 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	7	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	11	1	0	0	9	1	0	1	0	2	0	5	3	0	0	34	0	5	0	0
8:15 AM	0	5	2	1	0	19	0	0	0	2	1	0	5	1	0	0	35	0	0	0	7
8:30 AM	0	11	2	0	1	5	0	0	0	2	1	0	2	3	0	0	27	0	0	0	7
8:45 AM	0	2	0	0	0	4	0	0	1	1	0	0	0	2	2	0	12	0	0	0	0
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
9:15 AM	0	1	0	0	1	1	0	0	2	0	0	0	0	1	1	0	7	0	0	0	0
Total Survey	1	40	6	2	2	48	1	0	4	7	4	0	12	11	5	0	141	0	5	4	14

Peak Hour Summary

7:45 AM to 8:45 AM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	40	55	95	1	41	35	76	0	10	9	19	0	19	11	30	0	110	0	5	0	14
%HV	0.0%				9.8%				0.0%				0.0%				3.6%				
PHF	0.77				0.54				0.83				0.59				0.79				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	34	5	40	1	39	1	41	1	5	4	10	12	7	0	19	110
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	0.0%	9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%
PHF	0.25	0.77	0.63	0.77	0.25	0.51	0.25	0.54	0.25	0.63	0.50	0.83	0.60	0.58	0.00	0.59	0.79

Rolling Hour Summary

7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	10	1	1	0	9	0	0	0	2	0	0	0	1	2	0	25	0	0	4	0
7:15 AM	1	20	2	1	0	17	1	0	1	1	2	0	5	3	1	0	54	0	5	4	0
7:30 AM	1	23	4	2	0	35	1	0	1	3	3	0	10	4	1	0	86	0	5	0	7
7:45 AM	1	34	5	1	1	39	1	0	1	5	4	0	12	7	0	0	110	0	5	0	14
8:00 AM	1	29	5	1	1	37	1	0	2	5	4	0	12	9	2	0	108	0	5	0	14
8:15 AM	0	18	4	1	1	29	0	0	1	5	2	0	7	6	2	0	75	0	0	0	14
8:30 AM	0	14	2	0	2	11	0	0	3	3	1	0	2	6	3	0	47	0	0	0	7

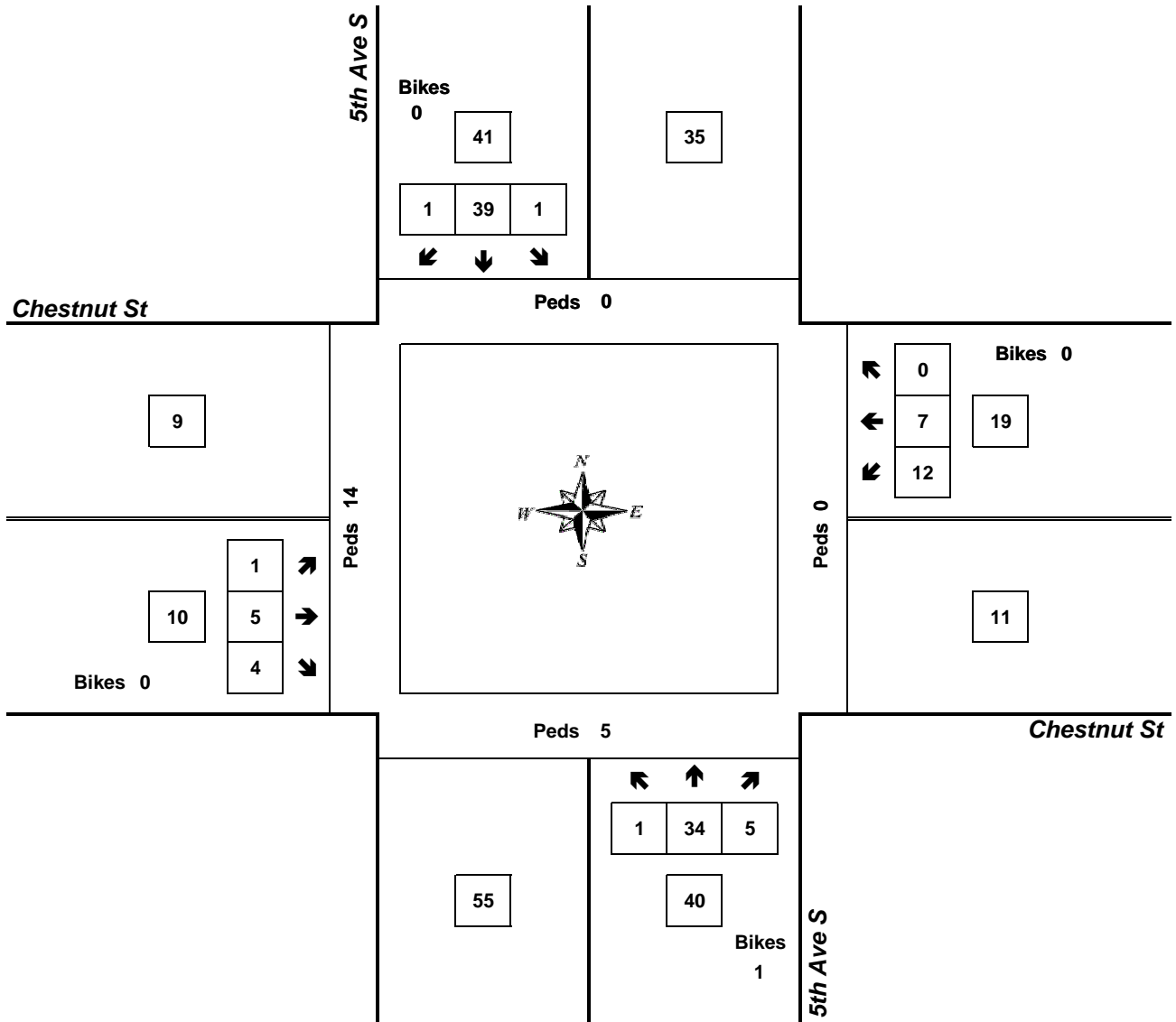
Peak Hour Summary



Clay Carney
(503) 833-2740

5th Ave S & Chestnut St

7:45 AM to 8:45 AM
Thursday, October 11, 2018



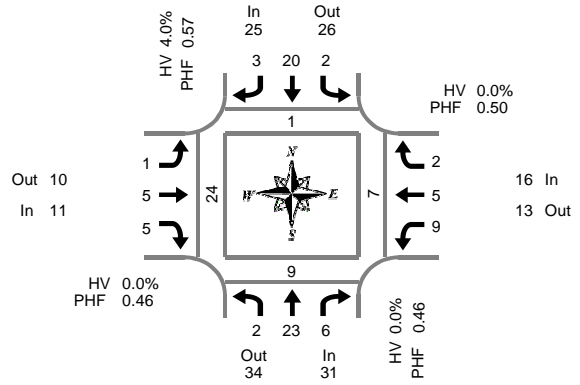
Approach	PHF	HV%	Volume
EB	0.83	0.0%	10
WB	0.59	0.0%	19
NB	0.77	0.0%	40
SB	0.54	9.8%	41
Intersection	0.79	3.6%	110

Count Period: 7:00 AM to 9:30 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
2:45 PM to 3:45 PM

5th Ave S & Chestnut St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

15-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	0	3	0	0	0	1	0	0	0	2	0	1	1	1	0	1	8	1	1	1	0
2:15 PM	2	4	0	0	2	3	0	1	0	1	2	0	0	0	0	0	14	2	0	0	1
2:30 PM	0	9	0	0	1	1	0	0	0	1	1	0	1	2	0	0	16	0	0	0	0
2:45 PM	0	6	0	0	1	2	1	0	0	0	1	0	1	0	0	2	12	0	2	6	1
3:00 PM	0	2	1	1	0	6	0	0	0	1	0	0	1	2	1	0	14	0	0	0	2
3:15 PM	0	4	1	0	0	10	1	0	0	2	1	0	6	2	0	0	27	0	2	1	9
3:30 PM	2	11	4	0	1	2	1	0	1	2	3	0	1	1	1	0	30	1	5	0	12
3:45 PM	0	2	2	1	1	3	0	1	0	2	1	0	0	0	0	0	11	0	0	0	1
Total Survey	4	41	8	2	6	28	3	2	1	11	9	1	11	8	2	3	132	4	10	8	26

Peak Hour Summary

2:45 PM to 3:45 PM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	31	34	65	1	25	26	51	0	11	10	21	0	16	13	29	2	83	1	9	7	24
%HV	0.0%				4.0%				0.0%				0.0%				1.2%				
PHF	0.46				0.57				0.46				0.50				0.69				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	23	6	31	2	20	3	25	1	5	5	11	9	5	2	16	83
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
PHF	0.25	0.52	0.38	0.46	0.50	0.50	0.75	0.57	0.25	0.63	0.42	0.46	0.38	0.63	0.50	0.50	0.69

Rolling Hour Summary

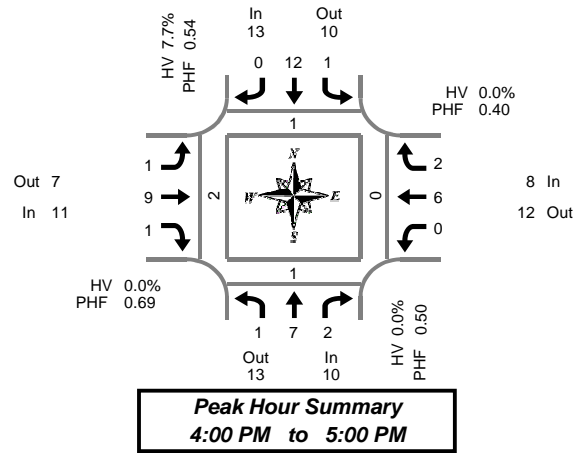
2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	2	22	0	0	4	7	1	1	0	4	4	1	3	3	0	3	50	3	3	7	2
2:15 PM	2	21	1	1	4	12	1	1	0	3	4	0	3	4	1	2	56	2	2	6	4
2:30 PM	0	21	2	1	2	19	2	0	0	4	3	0	9	6	1	2	69	0	4	7	12
2:45 PM	2	23	6	1	2	20	3	0	1	5	5	0	9	5	2	2	83	1	9	7	24
3:00 PM	2	19	8	2	2	21	2	1	1	7	5	0	8	5	2	0	82	1	7	1	24

Total Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Chestnut St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	3	1	0	1	1	0	1	1	3	0	0	0	2	0	0	13	0	1	0	0
4:15 PM	0	0	0	1	0	1	0	0	0	2	1	0	0	0	1	0	5	1	0	0	0
4:30 PM	0	4	0	0	0	4	0	2	0	2	0	0	0	0	0	10	0	0	0	2	
4:45 PM	0	0	1	0	0	6	0	0	0	2	0	0	0	3	2	14	0	0	0	0	
5:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	3	1	7	0	0	0	0	
5:15 PM	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	0	0	
5:30 PM	0	3	0	0	0	2	1	0	0	0	0	0	1	0	0	7	0	0	0	0	
5:45 PM	1	3	0	0	0	3	1	1	0	1	0	1	0	5	0	14	0	0	0	0	
Total Survey	2	14	2	1	1	20	2	4	2	10	1	2	1	15	3	73	1	1	0	2	

Peak Hour Summary 4:00 PM to 5:00 PM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	10	13	23	1	13	10	23	3	11	7	18	0	8	12	20	0	42	1	1	0	2
%HV	0.0%				7.7%				0.0%				0.0%				2.4%				
PHF	0.50				0.54				0.69				0.40				0.75				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	7	2	10	1	12	0	13	1	9	1	11	0	6	2	8	42
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%
PHF	0.25	0.44	0.50	0.50	0.25	0.50	0.00	0.54	0.25	0.75	0.25	0.69	0.00	0.50	0.25	0.40	0.75

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Chestnut St				Westbound Chestnut St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	7	2	1	1	12	0	3	1	9	1	0	0	6	2	0	42	1	1	0	2
4:15 PM	0	5	1	1	0	13	0	2	0	6	1	0	0	7	3	0	36	1	0	0	2
4:30 PM	0	5	1	0	0	13	0	2	1	4	0	1	0	7	3	0	34	0	0	0	2
4:45 PM	0	4	1	0	0	11	1	0	1	2	0	1	1	7	3	0	31	0	0	0	0
5:00 PM	1	7	0	0	0	8	2	1	1	1	0	2	1	9	1	0	31	0	0	0	0

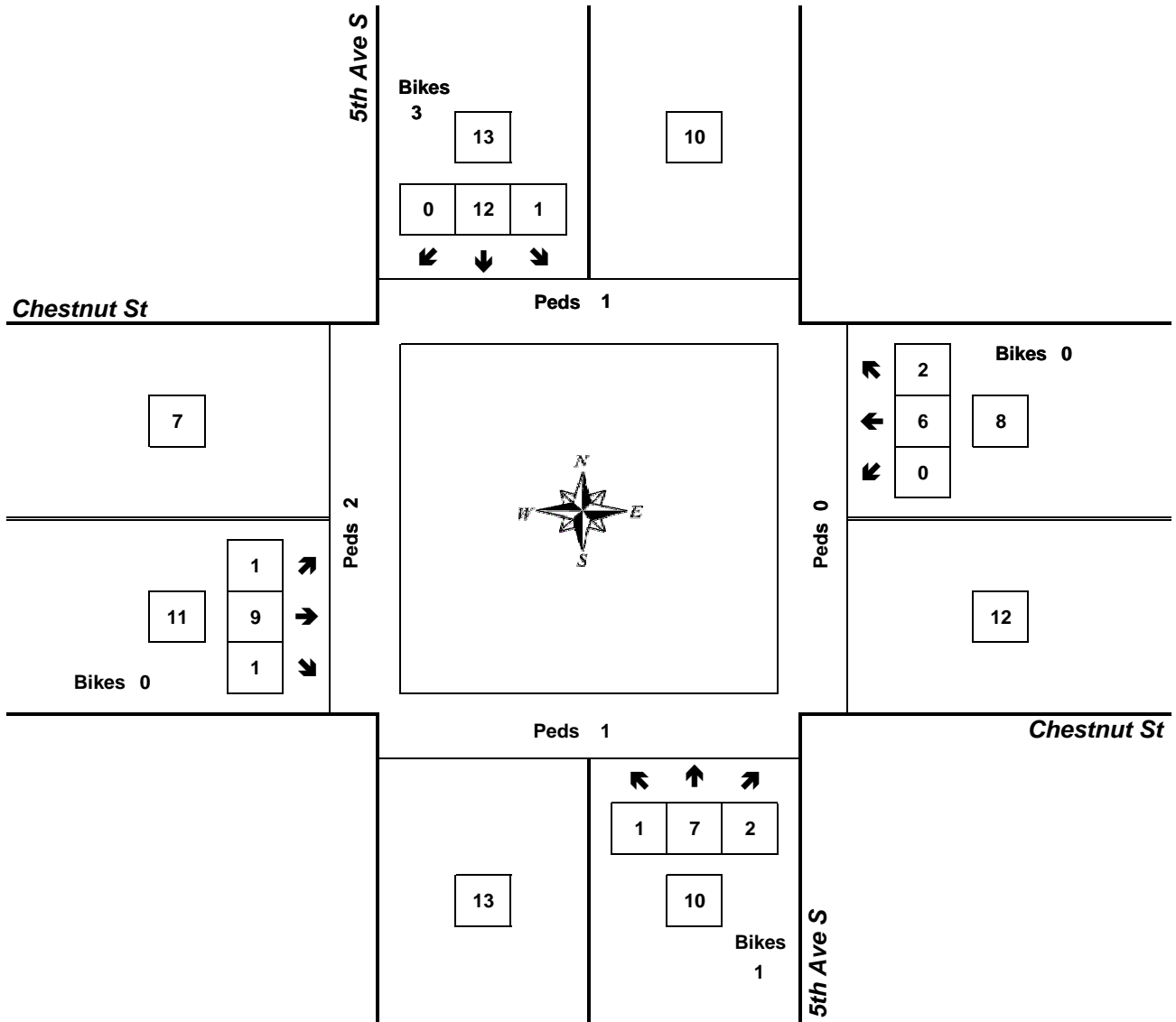
Peak Hour Summary



Clay Carney
(503) 833-2740

5th Ave S & Chestnut St

4:00 PM to 5:00 PM
Thursday, October 11, 2018



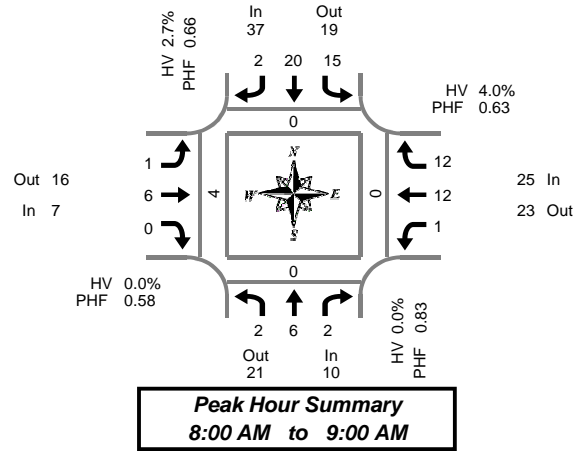
Approach	PHF	HV%	Volume
EB	0.69	0.0%	11
WB	0.40	0.0%	8
NB	0.50	0.0%	10
SB	0.54	7.7%	13
Intersection	0.75	2.4%	42

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Elm St

Monday, October 15, 2018
7:00 AM to 9:30 AM

Peak Hour Summary
8:00 AM to 9:00 AM

15-Minute Interval Summary

7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
7:00 AM	0	4	0	0	1	5	0	0	1	1	0	0	0	1	1	0	0	14	1	0	0	0
7:15 AM	0	1	0	0	3	3	0	0	0	0	0	0	0	1	0	1	0	9	0	0	0	0
7:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	2	1	0	0	7	0	0	0	0
7:45 AM	0	3	0	0	2	3	1	0	0	0	0	0	0	1	2	0	0	12	0	0	0	0
8:00 AM	1	1	0	0	3	4	1	0	1	2	0	1	0	2	2	0	0	17	0	0	0	1
8:15 AM	1	1	1	0	6	7	1	0	0	2	0	0	0	2	8	0	0	29	0	0	0	1
8:30 AM	0	2	0	0	3	3	0	0	0	2	0	0	1	4	1	0	0	16	0	0	0	1
8:45 AM	0	2	1	0	3	6	0	0	0	0	0	0	0	4	1	0	0	17	0	0	0	1
9:00 AM	0	1	0	1	5	3	0	0	0	0	0	0	0	1	1	1	1	11	0	0	0	0
9:15 AM	0	3	1	0	0	5	2	0	1	1	0	0	1	0	0	0	0	14	0	0	0	0
Total Survey	2	19	3	1	26	42	5	0	3	8	0	1	3	17	18	1	0	146	1	0	0	4

Peak Hour Summary

8:00 AM to 9:00 AM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	10	21	31	0	37	19	56	0	7	16	23	1	25	23	48	0	79	0	0	0	4
%HV	0.0%				2.7%				0.0%				4.0%				2.5%				
PHF	0.83				0.66				0.58				0.63				0.68				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	6	2	10	15	20	2	37	1	6	0	7	1	12	12	25	79
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	4.0%	2.5%
PHF	0.50	0.75	0.50	0.83	0.63	0.71	0.50	0.66	0.25	0.75	0.00	0.58	0.25	0.75	0.38	0.63	0.68

Rolling Hour Summary

7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	9	0	0	6	14	1	0	1	1	0	0	1	4	5	0	42	1	0	0	0
7:15 AM	1	6	0	0	8	13	2	0	1	2	0	1	1	5	6	0	45	0	0	0	1
7:30 AM	2	6	1	0	11	17	3	0	1	4	0	1	0	7	13	0	65	0	0	0	2
7:45 AM	2	7	1	0	14	17	3	0	1	6	0	1	1	9	13	0	74	0	0	0	3
8:00 AM	2	6	2	0	15	20	2	0	1	6	0	1	1	12	12	0	79	0	0	0	4
8:15 AM	1	6	2	1	17	19	1	0	0	4	0	0	1	11	11	1	73	0	0	0	3
8:30 AM	0	8	2	1	11	17	2	0	1	3	0	0	2	9	3	1	58	0	0	0	2

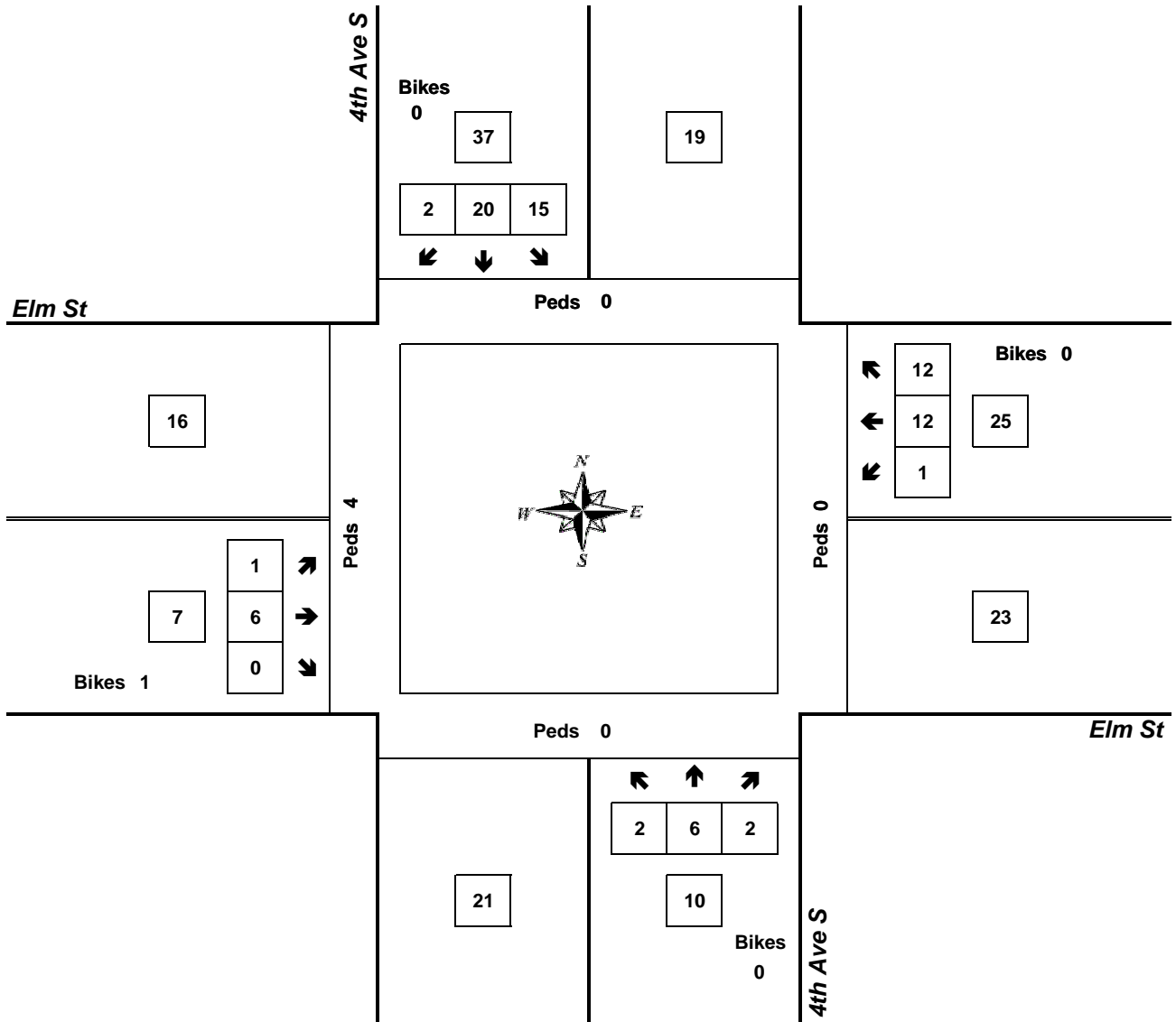
Peak Hour Summary



Clay Carney
(503) 833-2740

4th Ave S & Elm St

8:00 AM to 9:00 AM
Monday, October 15, 2018



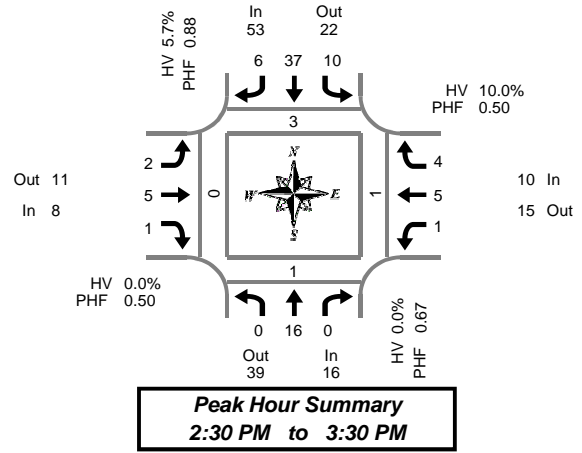
Approach	PHF	HV%	Volume
EB	0.58	0.0%	7
WB	0.63	4.0%	25
NB	0.83	0.0%	10
SB	0.66	2.7%	37
Intersection	0.68	2.5%	79

Count Period: 7:00 AM to 9:30 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Elm St

Monday, October 15, 2018
2:00 PM to 4:00 PM

15-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
2:00 PM	0	4	0	0	0	8	1	0	1	1	0	0	0	1	0	0	0	16	1	0	0	1
2:15 PM	0	5	0	0	2	5	1	0	2	2	1	0	0	0	3	1	0	22	3	0	5	0
2:30 PM	0	4	0	0	3	10	0	0	1	1	0	0	0	0	0	1	0	20	0	0	0	0
2:45 PM	0	3	0	1	4	9	2	0	0	1	0	1	0	0	0	1	0	20	3	1	0	0
3:00 PM	0	6	0	0	1	8	1	0	0	1	0	0	1	3	1	0	22	0	0	0	0	
3:15 PM	0	3	0	2	2	10	3	0	1	2	1	0	0	2	1	0	25	0	0	1	0	
3:30 PM	0	3	0	0	2	10	0	0	2	0	0	0	0	2	0	0	19	0	0	0	0	
3:45 PM	0	4	0	1	3	4	1	0	0	0	0	0	0	1	3	0	16	0	2	0	3	
Total Survey	0	32	0	4	17	64	9	0	7	8	2	1	1	12	8	0	160	7	3	6	4	

Peak Hour Summary

2:30 PM to 3:30 PM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	16	39	55	3	53	22	75	0	8	11	19	1	10	15	25	0	87	3	1	1	0
%HV	0.0%				5.7%				0.0%				10.0%				4.6%				
PHF	0.67				0.88				0.50				0.50				0.87				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	16	0	16	10	37	6	53	2	5	1	8	1	5	4	10	87
%HV	0.0%	0.0%	0.0%	0.0%	10.0%	5.4%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	10.0%	4.6%
PHF	0.00	0.67	0.00	0.67	0.63	0.93	0.50	0.88	0.50	0.63	0.25	0.50	0.25	0.42	1.00	0.50	0.87

Rolling Hour Summary

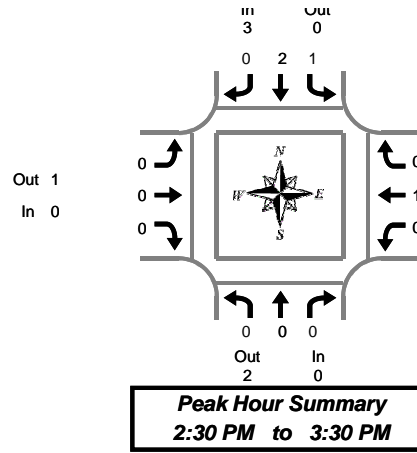
2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	0	16	0	1	9	32	4	0	4	5	1	1	0	4	3	0	78	7	1	5	1
2:15 PM	0	18	0	1	10	32	4	0	3	5	1	1	1	6	4	0	84	6	1	5	0
2:30 PM	0	16	0	3	10	37	6	0	2	5	1	1	1	5	4	0	87	3	1	1	0
2:45 PM	0	15	0	3	9	37	6	0	3	4	1	1	1	7	3	0	86	3	1	1	0
3:00 PM	0	16	0	3	8	32	5	0	3	3	1	0	1	8	5	0	82	0	2	1	3

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Elm St

Monday, October 15, 2018
2:00 PM to 4:00 PM

Heavy Vehicle 15-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
2:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	1	4	0	5	0	0	0	0	0	1	0	1	0	6

Heavy Vehicle Peak Hour Summary 2:30 PM to 3:30 PM

By Approach	Northbound 4th Ave S			Southbound 4th Ave S			Eastbound Elm St			Westbound Elm St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	2	2	3	0	3	0	1	1	1	1	2	4
PHF	0.00			0.19			0.00			0.25			0.25

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
PHF	0.00	0.00	0.00	0.00	0.25	0.17	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25

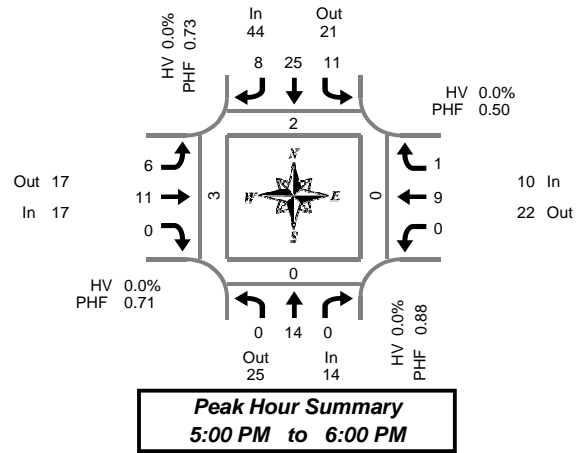
Heavy Vehicle Rolling Hour Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
2:15 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
2:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
2:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Elm St

Monday, October 15, 2018
4:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
4:00 PM	0	4	0	0	3	6	2	0	1	1	0	0	0	3	0	0	0	20	0	4	0	2
4:15 PM	0	4	0	0	2	13	0	0	0	3	0	0	1	0	0	0	0	23	0	0	0	0
4:30 PM	0	3	0	0	2	11	0	0	1	3	0	0	0	1	1	1	0	22	0	1	0	0
4:45 PM	0	2	1	0	3	3	0	0	0	1	0	0	0	1	0	0	0	11	0	0	1	1
5:00 PM	0	4	0	0	5	5	1	1	2	0	0	0	0	2	0	0	0	19	0	0	0	0
5:15 PM	0	3	0	0	2	6	2	0	2	3	0	0	0	1	0	0	0	19	0	0	0	1
5:30 PM	0	3	0	0	3	8	4	0	2	4	0	0	0	5	0	0	0	29	2	0	0	0
5:45 PM	0	4	0	0	1	6	1	2	0	4	0	0	0	1	1	0	0	18	0	0	0	2
Total Survey	0	27	1	0	21	58	10	3	8	19	0	0	1	14	2	0	161	2	5	1	6	

Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	14	25	39	0	44	21	65	3	17	17	34	0	10	22	32	0	85	2	0	0	3
%HV	0.0%				0.0%				0.0%				0.0%				0.0%				
PHF	0.88				0.73				0.71				0.50				0.73				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	14	0	14	11	25	8	44	6	11	0	17	0	9	1	10	85
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PHF	0.00	0.88	0.00	0.88	0.55	0.78	0.50	0.73	0.75	0.69	0.00	0.71	0.00	0.45	0.25	0.50	0.73

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	13	1	0	10	33	2	0	2	8	0	0	1	5	1	0	76	0	5	1	3
4:15 PM	0	13	1	0	12	32	1	1	3	7	0	0	1	4	1	0	75	0	1	1	1
4:30 PM	0	12	1	0	12	25	3	1	5	7	0	0	0	5	1	0	71	0	1	1	2
4:45 PM	0	12	1	0	13	22	7	1	6	8	0	0	0	9	0	0	78	2	0	1	2
5:00 PM	0	14	0	0	11	25	8	3	6	11	0	0	0	9	1	0	85	2	0	0	3

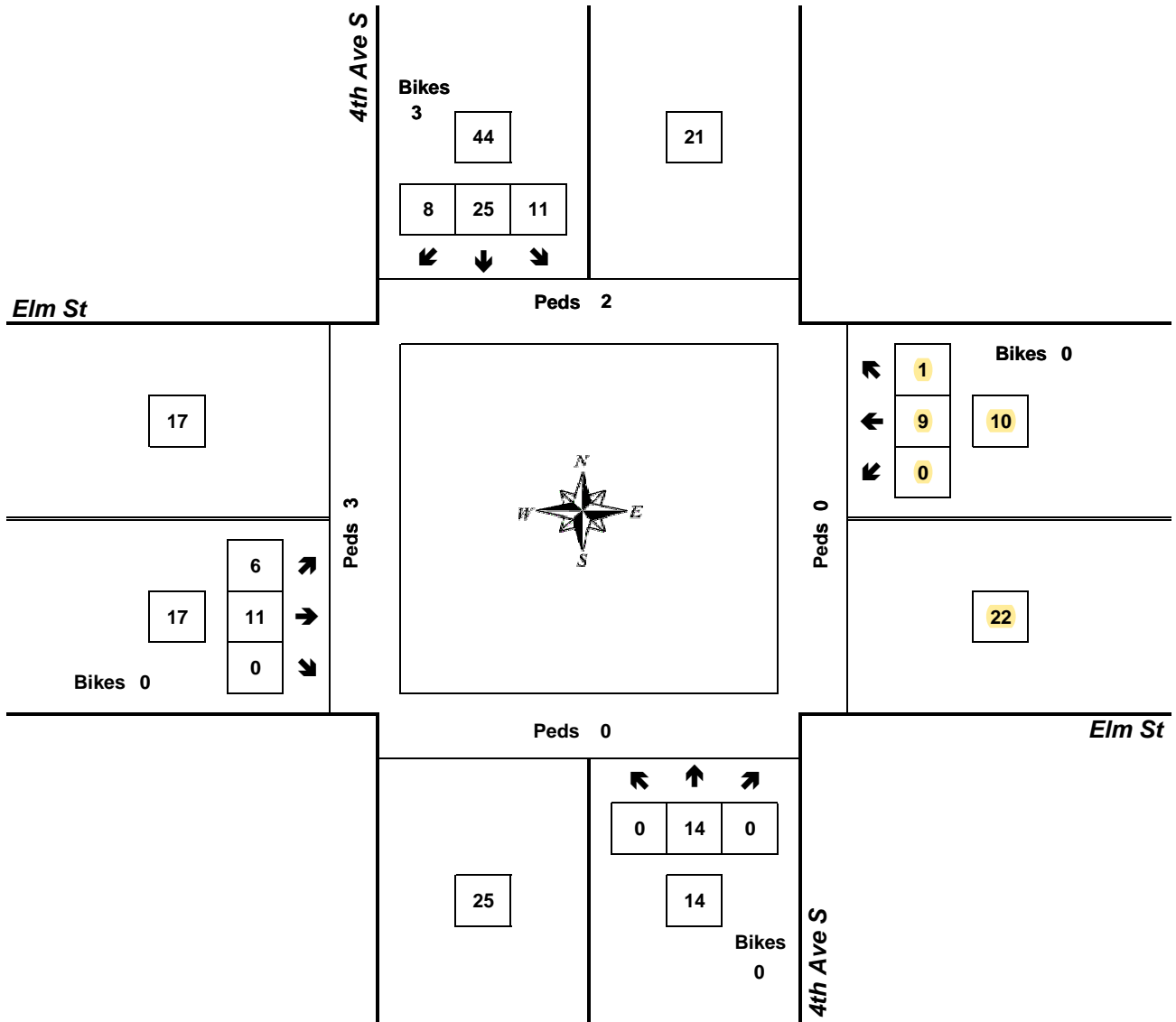
Peak Hour Summary



Clay Carney
(503) 833-2740

4th Ave S & Elm St

5:00 PM to 6:00 PM
Monday, October 15, 2018



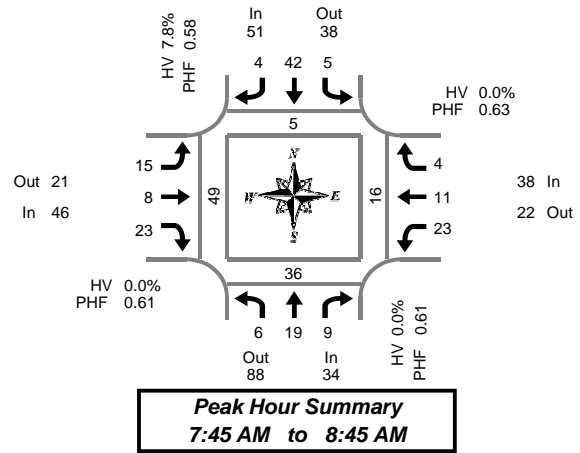
Approach	PHF	HV%	Volume
EB	0.71	0.0%	17
WB	0.50	0.0%	10
NB	0.88	0.0%	14
SB	0.73	0.0%	44
Intersection	0.73	0.0%	85

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Elm St

Thursday, October 11, 2018
7:00 AM to 9:30 AM

15-Minute Interval Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	4	2	0	5	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	2	0
7:30 AM	0	1	0	0	0	1	0	0	0	2	1	0	0	1	5	0	0	11	2	1	0	2
7:45 AM	3	2	0	0	0	3	3	0	0	0	2	0	0	1	4	0	1	18	0	6	5	3
8:00 AM	2	10	2	0	1	12	1	0	4	2	8	0	5	0	0	0	47	5	11	6	17	
8:15 AM	0	3	5	0	3	19	0	0	4	1	6	0	11	3	1	1	56	0	11	2	21	
8:30 AM	1	4	2	0	1	8	0	0	7	3	9	1	6	4	3	0	48	0	8	3	8	
8:45 AM	0	1	1	0	0	1	3	0	0	4	0	0	1	3	0	0	14	0	0	1	3	
9:00 AM	2	0	1	0	0	1	0	0	0	2	1	0	0	1	0	0	8	0	0	0	1	
9:15 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	6	3	0	1	0	
Total Survey	8	23	11	1	5	47	7	0	17	19	24	1	26	23	4	2	214	13	37	25	55	

Peak Hour Summary 7:45 AM to 8:45 AM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	34	88	122	0	51	38	89	0	46	21	67	1	38	22	60	2	169	5	36	16	49
%HV	0.0%				7.8%				0.0%				0.0%				2.4%				
PHF	0.61				0.58				0.61				0.63				0.75				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	6	19	9	34	5	42	4	51	15	8	23	46	23	11	4	38	169
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%
PHF	0.50	0.48	0.45	0.61	0.42	0.55	0.33	0.58	0.54	0.67	0.64	0.61	0.52	0.69	0.33	0.63	0.75

Rolling Hour Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	3	4	0	1	0	5	3	0	2	5	0	0	3	10	0	1	35	5	7	12	5
7:15 AM	5	14	2	1	1	16	4	0	6	6	8	0	7	9	0	1	78	8	18	13	22
7:30 AM	5	16	7	1	4	35	4	0	10	6	14	0	18	12	1	2	132	7	29	13	43
7:45 AM	6	19	9	0	5	42	4	0	15	8	23	1	23	11	4	2	169	5	36	16	49
8:00 AM	3	18	10	0	5	40	4	0	15	10	23	1	23	10	4	1	165	5	30	12	49
8:15 AM	3	8	9	0	4	29	3	0	11	10	16	1	18	11	4	1	126	0	19	6	33
8:30 AM	3	6	4	0	1	11	3	0	7	11	10	1	7	10	3	0	76	3	8	5	12

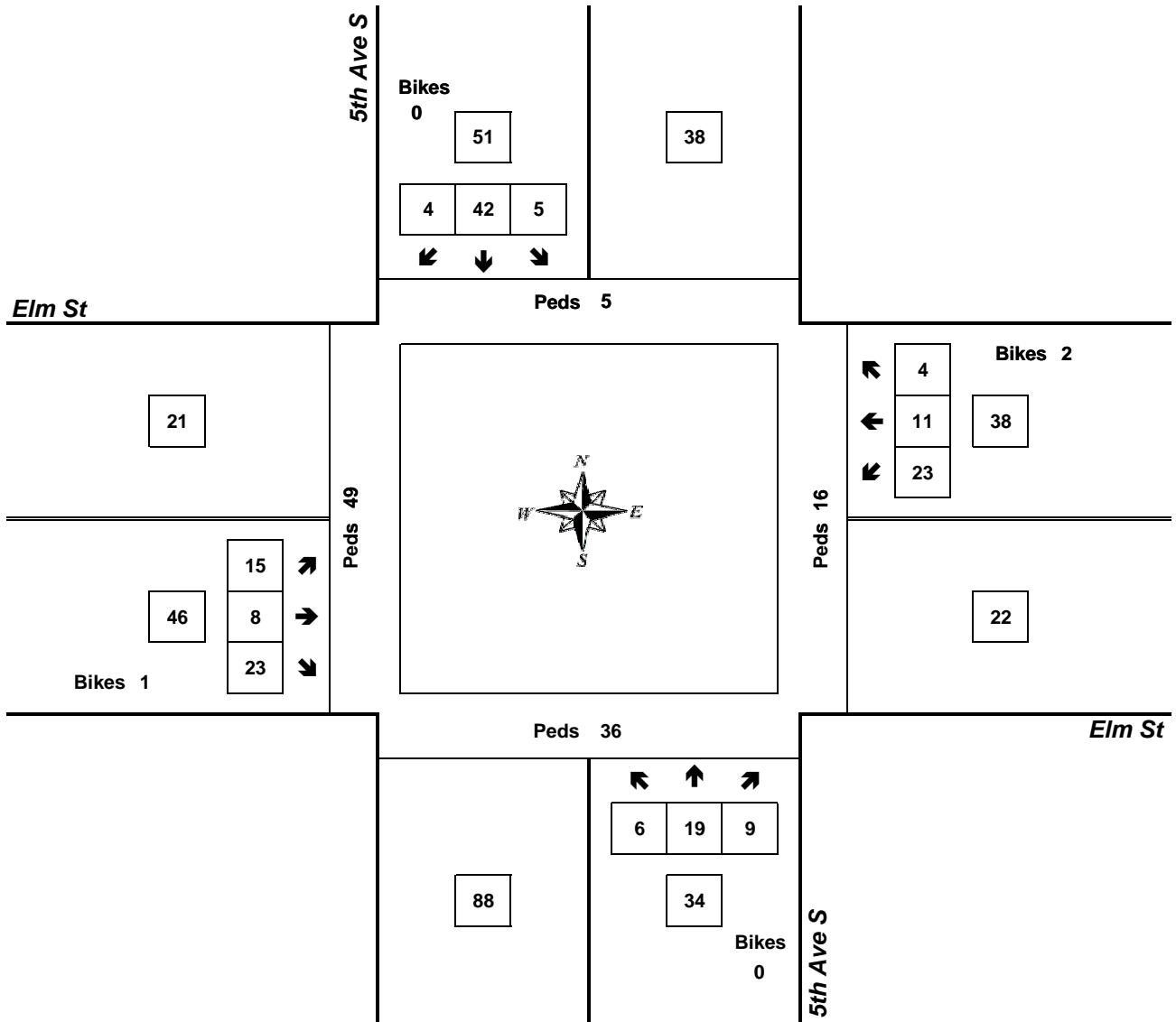
Peak Hour Summary



Clay Carney
(503) 833-2740

5th Ave S & Elm St

7:45 AM to 8:45 AM
Thursday, October 11, 2018



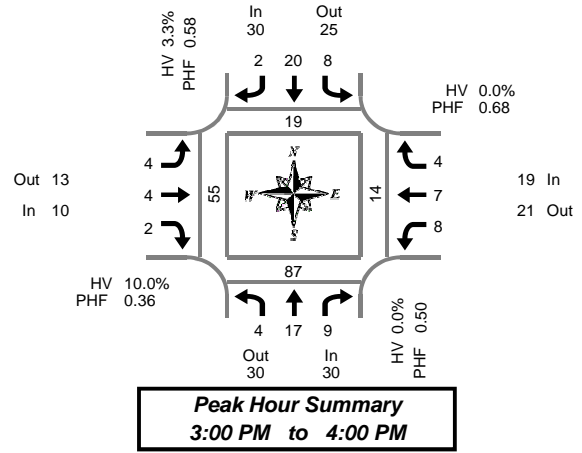
Approach	PHF	HV%	Volume
EB	0.61	0.0%	46
WB	0.63	0.0%	38
NB	0.61	0.0%	34
SB	0.58	7.8%	51
Intersection	0.75	2.4%	169

Count Period: 7:00 AM to 9:30 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Elm St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

15-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	1	2	0	0	0	2	0	1	1	1	0	0	0	2	1	0	10	0	1	1	0
2:15 PM	0	1	2	0	0	5	0	1	0	0	0	0	0	0	4	0	12	4	2	0	5
2:30 PM	0	8	0	0	1	2	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
2:45 PM	0	4	0	0	0	4	0	0	0	1	0	0	0	1	0	2	10	1	4	6	3
3:00 PM	0	3	1	0	1	5	0	0	0	0	0	0	2	0	0	12	0	3	0	3	
3:15 PM	0	4	4	0	4	9	0	0	0	0	0	0	4	0	3	28	11	76	13	39	
3:30 PM	3	8	4	0	2	5	2	0	3	2	2	0	2	2	1	36	6	8	0	11	
3:45 PM	1	2	0	0	1	1	0	0	1	2	0	1	0	5	0	13	2	0	1	2	
Total Survey	5	32	11	0	9	33	2	2	5	6	2	1	8	10	9	2	132	24	94	21	63

Peak Hour Summary

3:00 PM to 4:00 PM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	30	30	60	0	30	25	55	0	10	13	23	1	19	21	40	0	89	19	87	14	55
%HV	0.0%				3.3%				10.0%				0.0%				2.2%				
PHF	0.50				0.58				0.36				0.68				0.62				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	17	9	30	8	20	2	30	4	4	2	10	8	7	4	19	89
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	3.3%	0.0%	0.0%	50.0%	10.0%	0.0%	0.0%	0.0%	2.2%	2.2%
PHF	0.33	0.53	0.56	0.50	0.50	0.56	0.25	0.58	0.33	0.50	0.25	0.36	0.50	0.35	0.33	0.68	0.62

Rolling Hour Summary

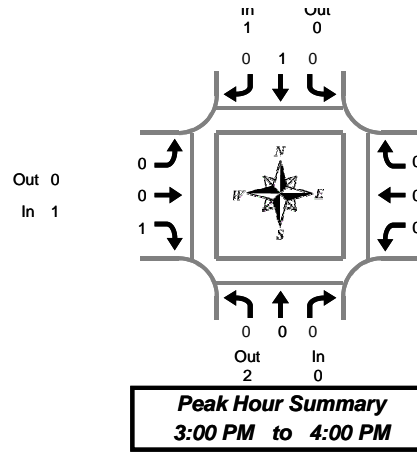
2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	1	15	2	0	1	13	0	2	1	2	0	0	0	3	5	2	43	5	7	7	8
2:15 PM	0	16	3	0	2	16	0	1	0	1	0	0	2	1	4	2	45	5	9	6	11
2:30 PM	0	19	5	0	6	20	0	0	0	1	0	0	6	1	3	2	61	12	83	19	45
2:45 PM	3	19	9	0	7	23	2	0	3	3	2	0	8	3	4	2	86	18	91	19	56
3:00 PM	4	17	9	0	8	20	2	0	4	4	2	1	8	7	4	0	89	19	87	14	55

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Elm St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

Heavy Vehicle 15-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	0	3

Heavy Vehicle Peak Hour Summary 3:00 PM to 4:00 PM

By Approach	Northbound 5th Ave S			Southbound 5th Ave S			Eastbound Elm St			Westbound Elm St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	2	2	1	0	1	1	0	1	0	0	0	2
PHF	0.00			0.25			0.25	0.00	0.25	0.00	0.00	0.00	0.25

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.25

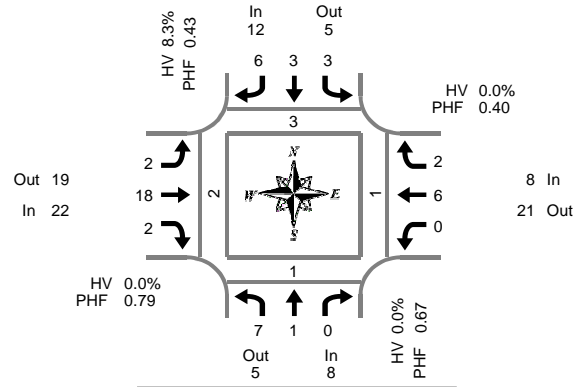
Heavy Vehicle Rolling Hour Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
3:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2

Total Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:15 PM to 5:15 PM

5th Ave S & Elm St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	2	1	0	0	0	1	0	1	3	1	0	1	0	0	0	0	0	1	3	
4:15 PM	3	0	0	0	0	0	1	0	0	6	1	0	0	0	0	0	0	0	0	1	
4:30 PM	2	0	0	0	0	1	2	2	2	5	0	0	0	0	2	0	1	1	1		
4:45 PM	1	1	0	0	3	1	3	0	0	1	1	0	0	1	0	1	0	0	0		
5:00 PM	1	0	0	0	0	1	0	0	0	6	0	0	0	5	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	4	0	0	0	0	1		
5:30 PM	1	3	0	1	0	0	1	0	0	3	1	0	0	2	0	0	0	0	2		
5:45 PM	4	2	0	0	0	1	1	0	0	3	1	0	0	0	1	0	0	0	1		
Total Survey	13	8	1	1	3	4	9	2	3	32	5	0	2	12	3	1	95	5	2	5	9

Peak Hour Summary

4:15 PM to 5:15 PM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	8	5	13	0	12	5	17	2	22	19	41	0	8	21	29	1	50	3	1	1	2
%HV	0.0%				8.3%				0.0%				0.0%				2.0%				
PHF	0.67				0.43				0.79				0.40				0.89				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	7	1	0	8	3	3	6	12	2	18	2	22	0	6	2	8	50
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%
PHF	0.58	0.25	0.00	0.67	0.25	0.75	0.50	0.43	0.25	0.75	0.50	0.79	0.00	0.30	0.25	0.40	0.89

Rolling Hour Summary

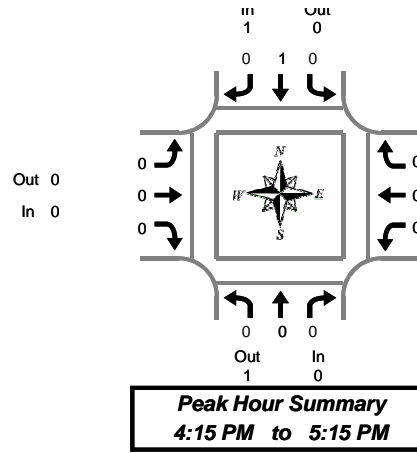
4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	7	3	1	0	3	2	7	2	3	15	3	0	1	1	2	1	48	2	1	2	5
4:15 PM	7	1	0	0	3	3	6	2	2	18	2	0	0	6	2	1	50	3	1	1	2
4:30 PM	4	1	0	0	3	3	5	2	2	17	1	0	1	10	2	1	49	1	2	1	2
4:45 PM	3	4	0	1	3	2	4	0	0	15	2	0	1	12	0	1	46	3	1	3	3
5:00 PM	6	5	0	1	0	2	2	0	0	17	2	0	1	11	1	0	47	3	1	3	4

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Elm St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3

Heavy Vehicle Peak Hour Summary 4:15 PM to 5:15 PM

By Approach	Northbound 5th Ave S			Southbound 5th Ave S			Eastbound Elm St			Westbound Elm St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	1	1	1	0	1	0	0	0	0	0	0	1
PHF	0.00			0.25			0.00			0.00			0.25

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Elm St				Westbound Elm St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

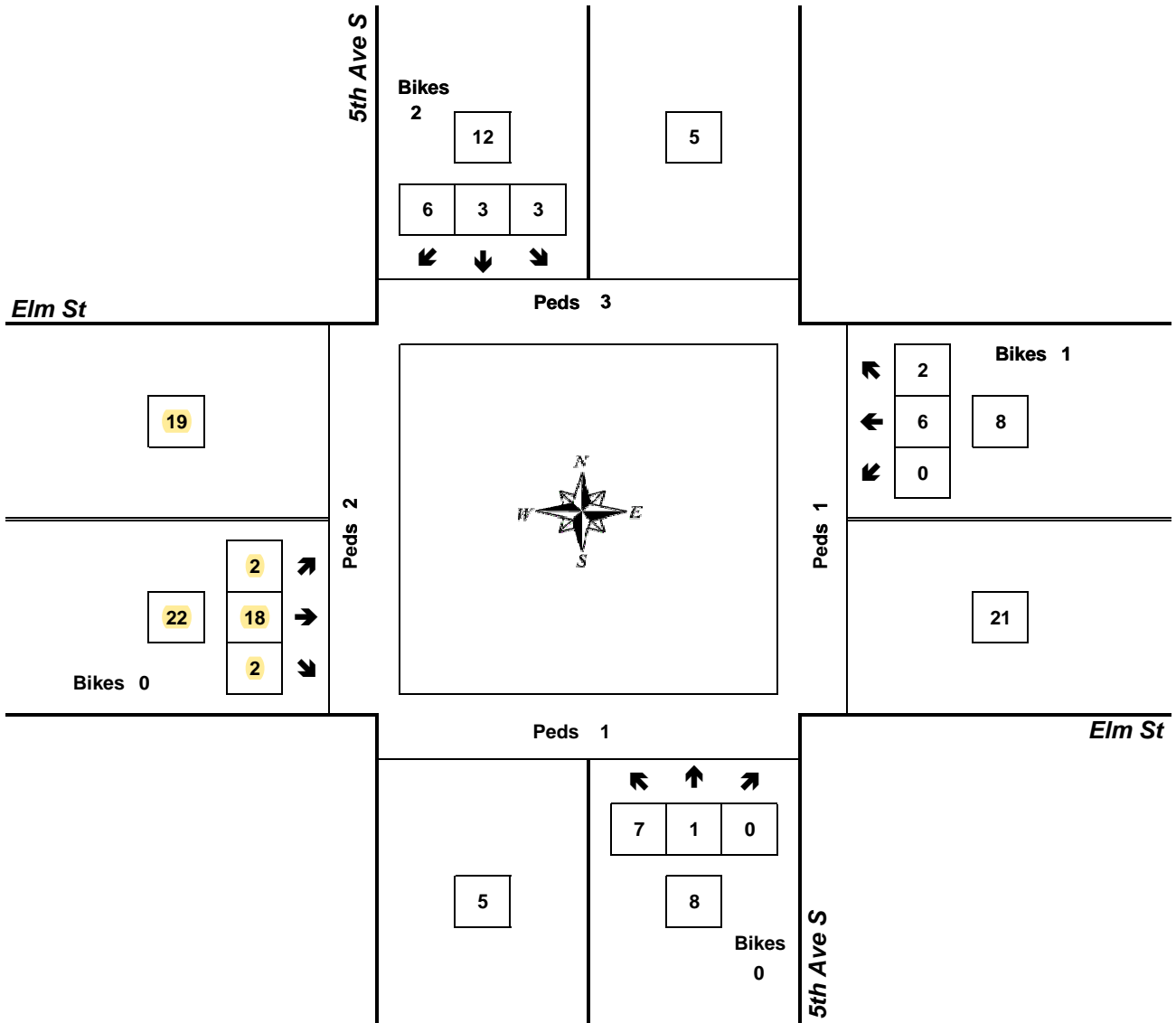
Peak Hour Summary



Clay Carney
(503) 833-2740

5th Ave S & Elm St

4:15 PM to 5:15 PM
Thursday, October 11, 2018



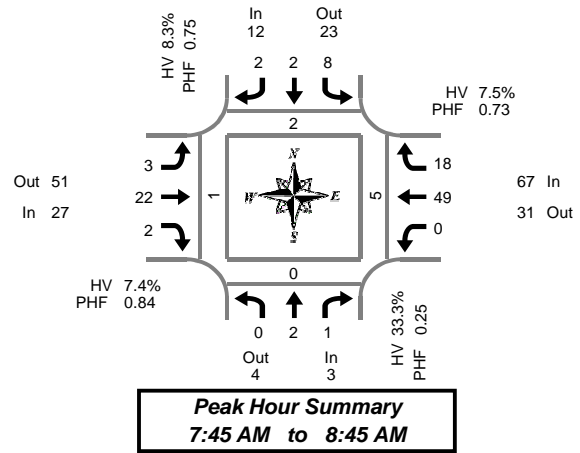
Approach	PHF	HV%	Volume
EB	0.79	0.0%	22
WB	0.40	0.0%	8
NB	0.67	0.0%	8
SB	0.43	8.3%	12
Intersection	0.89	2.0%	50

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Yew St

Thursday, October 11, 2018
7:00 AM to 9:30 AM

15-Minute Interval Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk					
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West		
7:00 AM	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	0	0	0			
7:15 AM	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	4	1	0	0	11			
7:30 AM	0	1	0	0	0	1	1	0	0	1	2	0	0	0	3	3	0	0	0	12			
7:45 AM	0	0	0	0	2	1	0	0	1	5	0	0	0	7	1	0	0	0	17	0	0	2	0
8:00 AM	0	0	0	0	1	0	1	0	0	5	1	0	0	9	4	0	0	0	21	2	0	0	1
8:15 AM	0	0	0	0	3	1	0	0	1	6	0	0	0	15	8	0	0	0	34	0	0	3	0
8:30 AM	0	2	1	0	2	0	1	0	1	6	1	0	0	18	5	0	0	0	37	0	0	0	0
8:45 AM	0	0	0	1	2	3	0	0	0	4	0	0	1	5	2	1	0	0	17	0	0	0	0
9:00 AM	1	0	0	0	2	1	0	0	0	3	1	0	0	4	1	0	0	0	13	0	1	0	0
9:15 AM	0	0	0	0	0	1	2	0	0	6	0	0	0	1	1	0	0	0	11	0	2	2	0
Total Survey	2	3	1	1	13	9	5	0	4	43	4	0	1	66	27	1	0	0	178	3	4	7	1

Peak Hour Summary 7:45 AM to 8:45 AM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	3	4	7	0	12	23	35	0	27	51	78	0	67	31	98	0	109	2	0	5	1
%HV	33.3%				8.3%				7.4%				7.5%				8.3%				
PHF	0.25				0.75				0.84				0.73				0.74				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	2	1	3	8	2	2	12	3	22	2	27	0	49	18	67	109
%HV	0.0%	0.0%	###	33.3%	12.5%	0.0%	0.0%	8.3%	0.0%	4.5%	50.0%	7.4%	0.0%	10.2%	0.0%	7.5%	8.3%
PHF	0.00	0.25	0.25	0.25	0.67	0.50	0.50	0.75	0.75	0.92	0.50	0.84	0.00	0.68	0.56	0.73	0.74

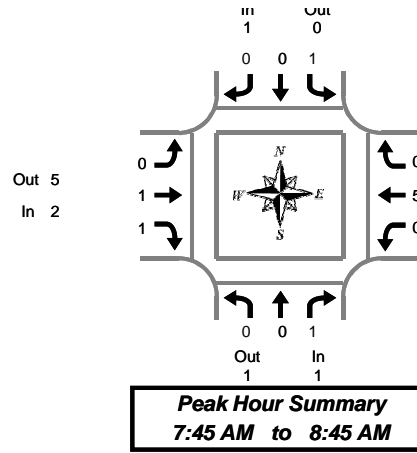
Rolling Hour Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	1	0	0	3	3	1	0	2	13	1	0	0	14	6	0	45	1	1	2	0
7:15 AM	1	1	0	0	4	2	1	0	2	17	1	0	0	23	9	0	61	2	1	2	1
7:30 AM	0	1	0	0	7	3	1	0	3	18	1	0	0	34	16	0	84	2	0	5	1
7:45 AM	0	2	1	0	8	2	2	0	3	22	2	0	0	49	18	0	109	2	0	5	1
8:00 AM	0	2	1	1	8	4	2	0	2	21	2	0	1	47	19	1	109	2	0	3	1
8:15 AM	1	2	1	1	9	5	1	0	2	19	2	0	1	42	16	1	101	0	1	3	0
8:30 AM	1	2	1	1	6	5	3	0	1	19	2	0	1	28	9	1	78	0	3	2	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Yew St

Thursday, October 11, 2018
7:00 AM to 9:30 AM

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
8:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	1	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	
9:00 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	1	0	1	2	1	0	0	1	0	3	2	5	0	7	2	9	17

Heavy Vehicle Peak Hour Summary 7:45 AM to 8:45 AM

By Approach	Northbound 4th Ave S			Southbound 4th Ave S			Eastbound Yew St			Westbound Yew St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	1	0	1	2	5	7	5	3	8	9
PHF	0.13			0.25			0.25			0.18			0.23

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	1	0	0	1	0	1	1	2	0	5	0	5	9
PHF	0.00	0.00	0.25	0.13	0.25	0.00	0.00	0.25	0.00	0.13	0.13	0.25	0.00	0.21	0.00	0.18	0.23

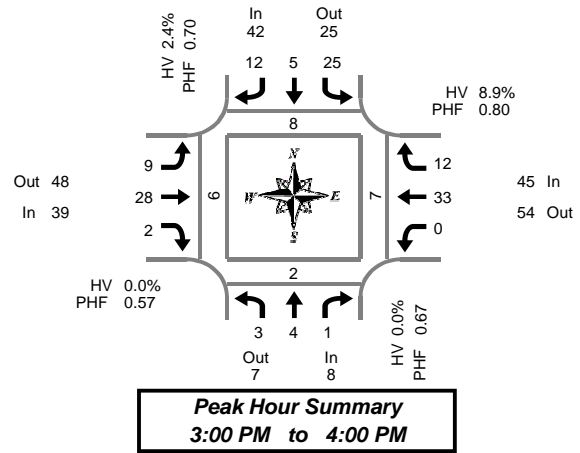
Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	1	2	5
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	2	4
7:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	4	1	5	7
7:45 AM	0	0	1	1	1	0	0	1	0	1	1	2	0	5	0	5	9
8:00 AM	0	0	1	1	1	0	0	1	0	0	1	1	0	6	1	7	10
8:15 AM	1	0	1	2	1	0	0	1	0	0	2	2	0	6	1	7	12
8:30 AM	1	0	1	2	0	0	0	0	0	0	2	2	0	3	1	4	8

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Yew St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

15-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	0	0	0	0	1	2	0	1	0	6	0	1	0	9	1	0	19	1	0	1	0
2:15 PM	0	0	2	0	6	0	0	0	0	4	2	0	0	9	2	0	25	0	0	0	0
2:30 PM	0	1	1	0	5	5	1	0	1	7	0	0	0	12	1	0	34	3	0	0	0
2:45 PM	1	0	0	0	1	1	0	0	0	9	0	0	0	10	0	1	22	0	2	1	0
3:00 PM	0	2	0	0	4	0	1	0	1	3	1	0	0	9	3	2	24	0	0	0	0
3:15 PM	0	2	0	0	10	2	3	0	5	12	0	0	0	9	3	0	46	3	0	6	3
3:30 PM	1	0	0	1	6	1	5	0	2	6	0	0	0	9	5	1	35	5	2	1	3
3:45 PM	2	0	1	0	5	2	3	0	1	7	1	0	0	6	1	1	29	0	0	0	0
Total Survey	4	5	4	1	38	13	13	1	10	54	4	1	0	73	16	5	234	12	4	9	6

Peak Hour Summary 3:00 PM to 4:00 PM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	8	7	15	1	42	25	67	0	39	48	87	0	45	54	99	4	134	8	2	7	6
%HV	0.0%				2.4%				0.0%				8.9%				3.7%				
PHF	0.67				0.70				0.57				0.80				0.73				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	4	1	8	25	5	12	42	9	28	2	39	0	33	12	45	134
%HV	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	8.3%	8.9%	3.7%
PHF	0.38	0.50	0.25	0.67	0.63	0.63	0.60	0.70	0.45	0.58	0.50	0.57	0.00	0.92	0.60	0.80	0.73

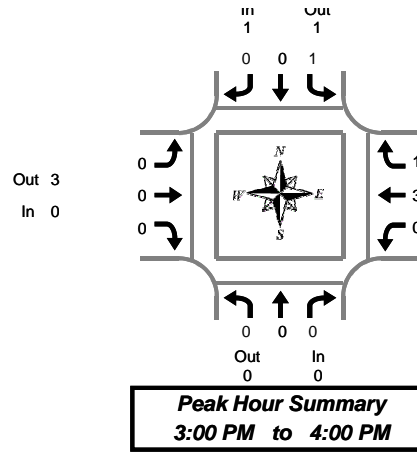
Rolling Hour Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	1	1	3	0	13	8	1	1	1	26	2	1	0	40	4	1	100	4	2	2	0
2:15 PM	1	3	3	0	16	6	2	0	2	23	3	0	0	40	6	3	105	3	2	1	0
2:30 PM	1	5	1	0	20	8	5	0	7	31	1	0	0	40	7	3	126	6	2	7	3
2:45 PM	2	4	0	1	21	4	9	0	8	30	1	0	0	37	11	4	127	8	4	8	6
3:00 PM	3	4	1	1	25	5	12	0	9	28	2	0	0	33	12	4	134	8	2	7	6

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Yew St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

Heavy Vehicle 15-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	0	3	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
3:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total Survey	0	0	0	0	1	0	0	1	0	3	0	3	0	7	1	8	12	12

Heavy Vehicle Peak Hour Summary 3:00 PM to 4:00 PM

By Approach	Northbound 4th Ave S			Southbound 4th Ave S			Eastbound Yew St			Westbound Yew St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	1	1	2	0	3	3	4	1	5	5
PHF	0.00			0.25			0.00			0.25			0.16

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	4	5
PHF	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.19	0.25	0.25	0.16

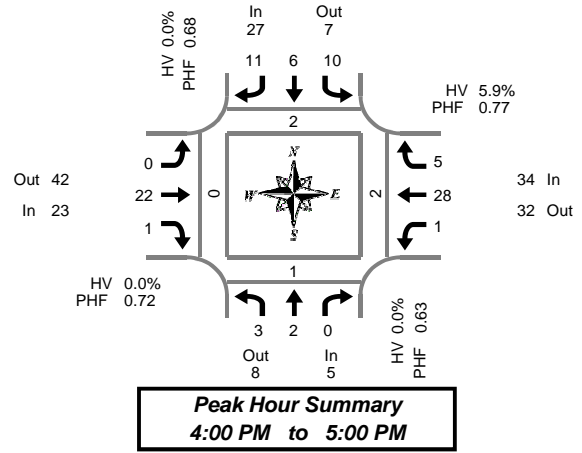
Heavy Vehicle Rolling Hour Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
2:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	5	0	5	8
2:30 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	4	0	4	8
2:45 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	5	1	6	10
3:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	1	4	5

Total Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Yew St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	0	0	0	3	1	5	0	0	3	0	0	0	10	1	0	24	0	1	2	0
4:15 PM	1	1	0	0	1	1	3	0	0	6	1	1	0	6	0	1	20	1	0	0	0
4:30 PM	0	0	0	0	5	2	3	0	0	8	0	0	1	7	1	1	27	0	0	0	0
4:45 PM	1	1	0	0	1	2	0	0	0	5	0	0	0	5	3	0	18	1	0	0	0
5:00 PM	0	1	0	0	1	3	0	1	0	8	0	0	0	4	0	0	17	1	0	0	0
5:15 PM	0	0	0	0	1	1	3	0	0	5	2	0	0	4	2	0	18	0	1	1	0
5:30 PM	0	1	0	0	5	1	2	0	0	7	1	0	0	5	0	0	22	0	0	0	0
5:45 PM	1	0	1	0	0	0	4	0	2	5	0	0	0	7	0	0	20	1	0	0	0
Total Survey	4	4	1	0	17	11	20	1	2	47	4	1	1	48	7	2	166	4	2	3	0

Peak Hour Summary 4:00 PM to 5:00 PM

By Approach	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	5	8	13	0	27	7	34	0	23	42	65	1	34	32	66	2	89	2	1	2	0
%HV	0.0%				0.0%				0.0%				5.9%				2.2%				
PHF	0.63				0.68				0.72				0.77				0.82				

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	2	0	5	10	6	11	27	0	22	1	23	1	28	5	34	89
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	20.0%	5.9%	2.2%
PHF	0.75	0.50	0.00	0.63	0.50	0.75	0.55	0.68	0.00	0.69	0.25	0.72	0.25	0.70	0.42	0.77	0.82

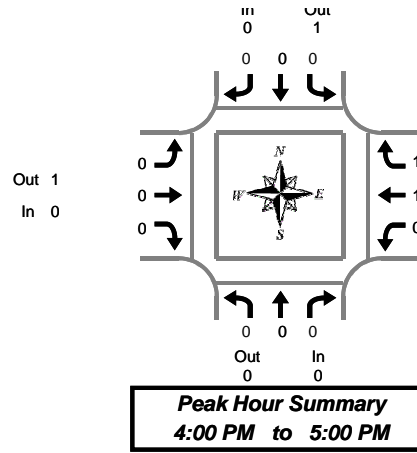
Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	3	2	0	0	10	6	11	0	0	22	1	1	1	28	5	2	89	2	1	2	0
4:15 PM	2	3	0	0	8	8	6	1	0	27	1	1	1	22	4	2	82	3	0	0	0
4:30 PM	1	2	0	0	8	8	6	1	0	26	2	0	1	20	6	1	80	2	1	1	0
4:45 PM	1	3	0	0	8	7	5	1	0	25	3	0	0	18	5	0	75	2	1	1	0
5:00 PM	1	2	1	0	7	5	9	1	2	25	3	0	0	20	2	0	77	2	1	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



4th Ave S & Yew St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	1	0	0	1	0	1	0	1	0	1	1	2	4	4

Heavy Vehicle Peak Hour Summary 4:00 PM to 5:00 PM

By Approach	Northbound 4th Ave S			Southbound 4th Ave S			Eastbound Yew St			Westbound Yew St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	1	1	0	1	1	2	0	2	2
PHF	0.00			0.00			0.00			0.25			0.25

By Movement	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.25

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 4th Ave S				Southbound 4th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
4:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	1	1	3
5:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2

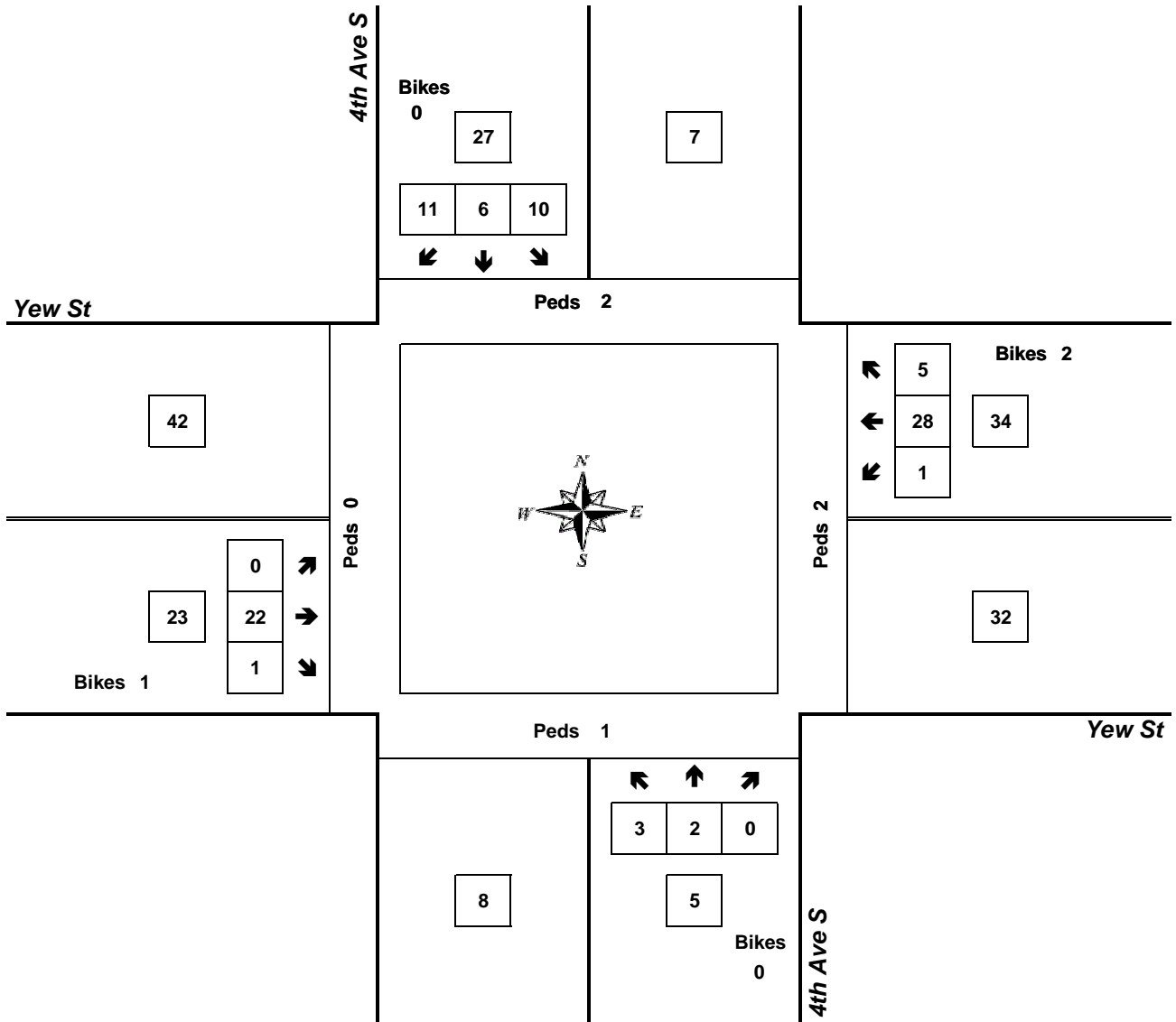
Peak Hour Summary



Clay Carney
(503) 833-2740

4th Ave S & Yew St

4:00 PM to 5:00 PM
Thursday, October 11, 2018



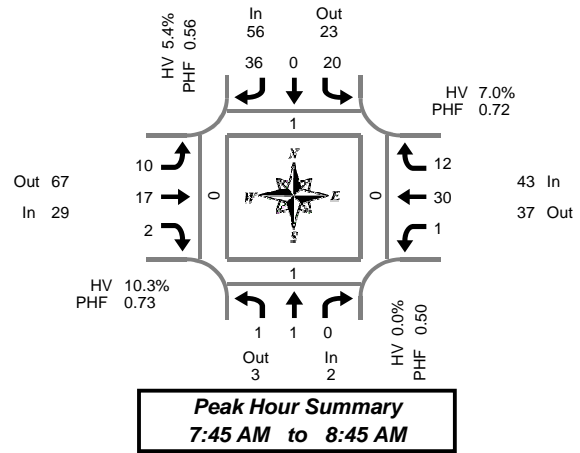
Approach	PHF	HV%	Volume
EB	0.72	0.0%	23
WB	0.77	5.9%	34
NB	0.63	0.0%	5
SB	0.68	0.0%	27
Intersection	0.82	2.2%	89

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Yew St

Thursday, October 11, 2018
7:00 AM to 9:30 AM

15-Minute Interval Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0
7:30 AM	1	0	1	0	1	0	1	0	0	0	3	0	0	0	0	5	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	2	0	1	5	1	0	0	5	3	0	0	0	0	0	0
8:00 AM	0	0	0	0	6	0	7	0	4	1	0	0	0	7	3	0	0	0	0	0	0
8:15 AM	0	1	0	0	6	0	10	0	1	6	0	0	1	10	4	0	0	0	0	0	0
8:30 AM	1	0	0	0	8	0	17	0	4	5	1	0	0	8	2	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	6	0	0	5	1	0	0	2	1	1	0	0	0	0	0
9:00 AM	1	0	0	0	0	1	1	0	0	4	1	0	0	3	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	1	0	0	0	0	0	0
Total Survey	3	2	3	0	22	2	44	0	10	39	4	0	1	48	14	1	0	0	0	0	2

Peak Hour Summary 7:45 AM to 8:45 AM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	2	3	5	0	56	23	79	0	29	67	96	0	43	37	80	0	130	1	1	0	0
%HV	0.0%				5.4%				10.3%				7.0%				6.9%				
PHF	0.50				0.56				0.73				0.72				0.71				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	1	0	2	20	0	36	56	10	17	2	29	1	30	12	43	130
%HV	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.6%	5.4%	10.0%	5.9%	50.0%	10.3%	0.0%	10.0%	0.0%	7.0%	6.9%
PHF	0.25	0.25	0.00	0.50	0.63	0.00	0.53	0.56	0.63	0.71	0.50	0.73	0.25	0.75	0.75	0.72	0.71

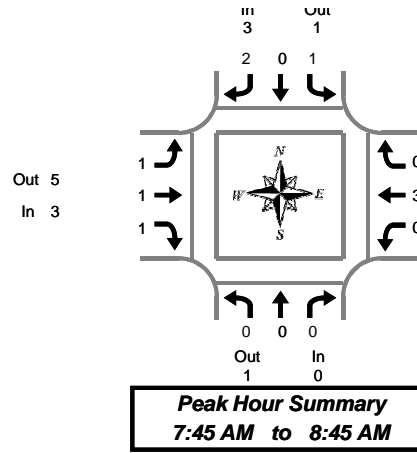
Rolling Hour Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	1	2	0	2	1	3	0	1	14	1	0	0	17	3	0	46	0	0	0	2
7:15 AM	1	1	1	0	7	0	10	0	5	14	1	0	0	22	6	0	68	1	0	0	0
7:30 AM	1	1	1	0	13	0	20	0	6	15	1	0	1	27	10	0	96	1	0	0	0
7:45 AM	1	1	0	0	20	0	36	0	10	17	2	0	1	30	12	0	130	1	1	0	0
8:00 AM	1	1	1	0	20	0	40	0	9	17	2	0	1	27	10	1	129	1	1	0	0
8:15 AM	2	1	1	0	14	1	34	0	5	20	3	0	1	23	7	1	112	1	1	0	0
8:30 AM	2	0	1	0	8	1	24	0	4	18	3	0	0	14	4	1	79	1	1	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Yew St

Thursday, October 11, 2018
7:00 AM to 9:30 AM

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
8:30 AM	0	0	0	0	0	0	2	2	0	0	1	1	0	1	0	1	4
8:45 AM	0	0	1	1	0	0	2	2	0	0	0	0	0	1	0	1	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	1	1	1	0	5	6	1	3	1	5	0	4	0	4	16

Heavy Vehicle Peak Hour Summary 7:45 AM to 8:45 AM

By Approach	Northbound 5th Ave S			Southbound 5th Ave S			Eastbound Yew St			Westbound Yew St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	1	1	3	1	4	3	5	8	3	2	5	9
PHF	0.00			0.15			0.38			0.25			0.20

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	1	0	2	3	1	1	1	3	0	3	0	3	9
PHF	0.00	0.00	0.00	0.00	0.25	0.00	0.13	0.15	0.25	0.13	0.25	0.38	0.00	0.25	0.00	0.25	0.20

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:30 AM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	1	1	1	2	0	3	0	1	0	1	5
7:15 AM	0	0	0	0	0	0	1	1	1	1	0	2	0	1	0	1	4
7:30 AM	0	0	0	0	1	0	1	2	1	1	0	2	0	2	0	2	6
7:45 AM	0	0	0	0	1	0	2	3	1	1	1	3	0	3	0	3	9
8:00 AM	0	0	1	1	1	0	4	5	0	1	1	2	0	3	0	3	11
8:15 AM	0	0	1	1	1	0	4	5	0	1	1	2	0	3	0	3	11
8:30 AM	0	0	1	1	0	0	4	4	0	0	1	1	0	2	0	2	8

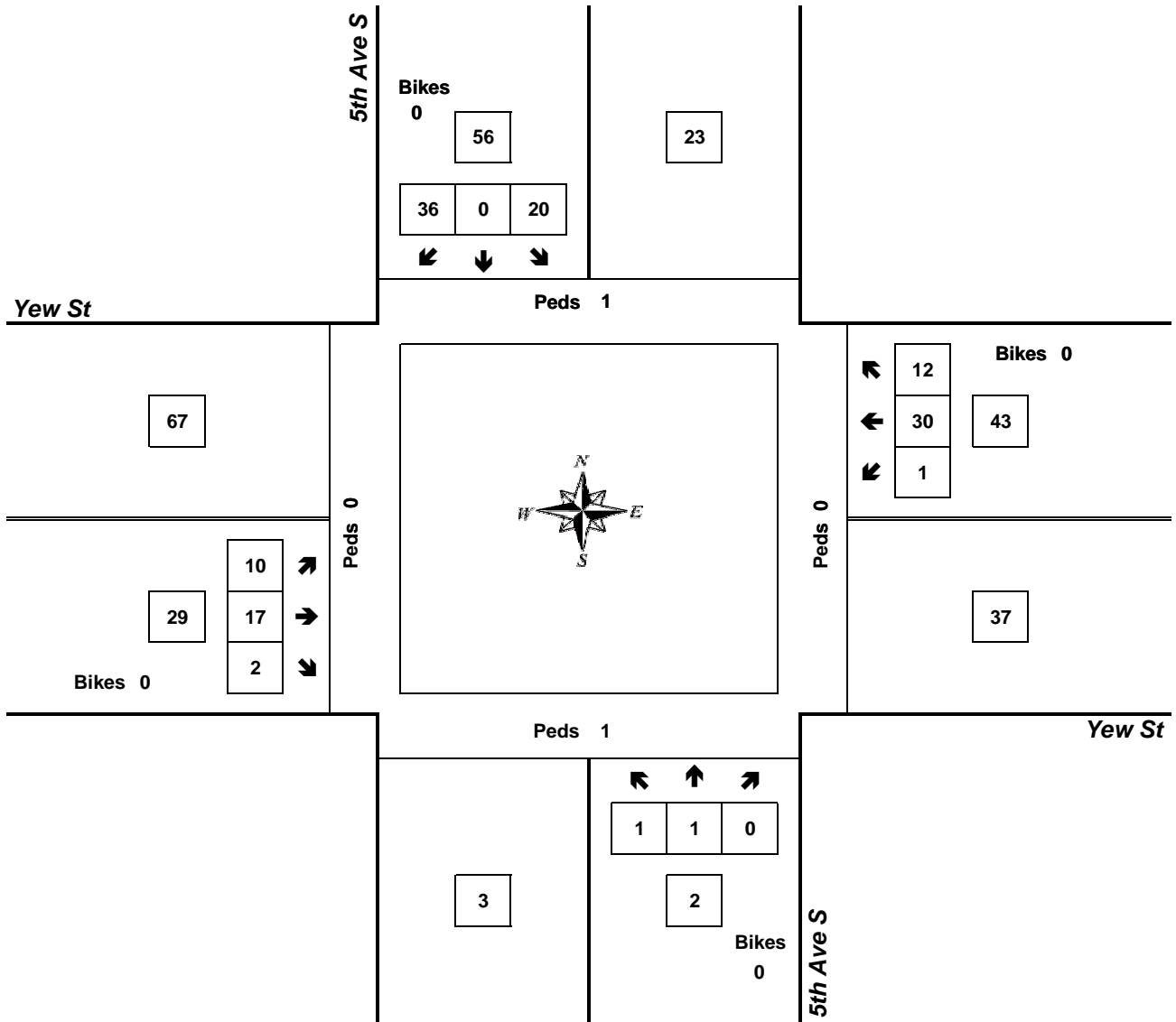
Peak Hour Summary



Clay Carney
(503) 833-2740

5th Ave S & Yew St

7:45 AM to 8:45 AM
Thursday, October 11, 2018



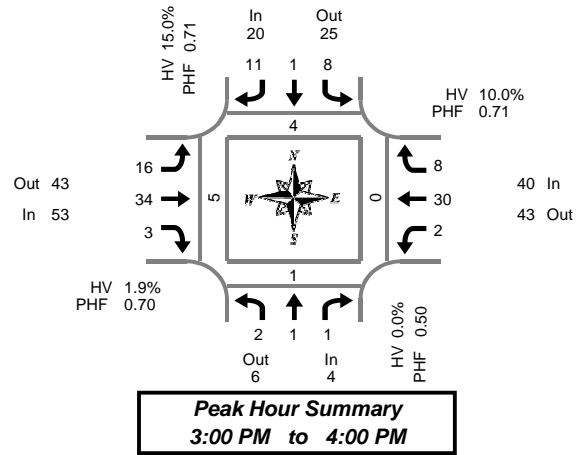
Approach	PHF	HV%	Volume
EB	0.73	10.3%	29
WB	0.72	7.0%	43
NB	0.50	0.0%	2
SB	0.56	5.4%	56
Intersection	0.71	6.9%	130

Count Period: 7:00 AM to 9:30 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Yew St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

Peak Hour Summary
3:00 PM to 4:00 PM

15-Minute Interval Summary

2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	1	0	0	1	0	1	0	0	2	5	0	1	0	8	0	0	17	0	0	0	0
2:15 PM	0	0	0	0	0	3	2	0	2	10	0	0	0	9	0	0	26	0	0	0	0
2:30 PM	4	1	0	0	1	0	1	0	1	10	1	0	0	9	1	0	29	0	0	0	0
2:45 PM	0	1	0	0	0	0	1	1	1	7	1	0	0	7	0	0	18	0	0	0	2
3:00 PM	2	0	0	0	1	1	2	1	2	4	2	0	0	11	1	1	26	0	0	0	2
3:15 PM	0	0	1	0	2	0	5	0	9	10	0	0	1	4	3	0	35	1	0	0	0
3:30 PM	0	1	0	0	4	0	3	1	5	9	0	0	1	10	3	0	36	2	1	0	3
3:45 PM	0	0	0	0	1	0	1	0	0	11	1	0	0	5	1	1	20	1	0	0	0
Total Survey	7	3	1	1	9	5	15	3	22	66	5	1	2	63	9	2	207	4	1	0	7

Peak Hour Summary

3:00 PM to 4:00 PM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	4	6	10	0	20	25	45	2	53	43	96	0	40	43	83	2	117	4	1	0	5
%HV	0.0%				15.0%				1.9%				10.0%				6.8%				
PHF	0.50				0.71				0.70				0.71				0.81				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	1	1	4	8	1	11	20	16	34	3	53	2	30	8	40	117
%HV	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	9.1%	15.0%	0.0%	2.9%	0.0%	1.9%	0.0%	13.3%	0.0%	10.0%	6.8%
PHF	0.25	0.25	0.25	0.50	0.50	0.25	0.55	0.71	0.44	0.77	0.38	0.70	0.50	0.68	0.67	0.71	0.81

Rolling Hour Summary

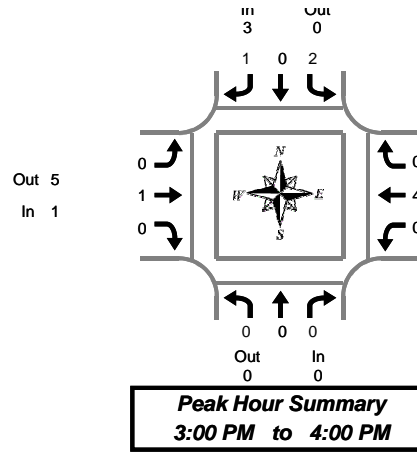
2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
2:00 PM	5	2	0	1	1	4	4	1	6	32	2	1	0	33	1	0	90	0	0	0	2
2:15 PM	6	2	0	0	2	4	6	2	6	31	4	0	0	36	2	1	99	0	0	0	4
2:30 PM	6	2	1	0	4	1	9	2	13	31	4	0	1	31	5	1	108	1	0	0	4
2:45 PM	2	2	1	0	7	1	11	3	17	30	3	0	2	32	7	1	115	3	1	0	7
3:00 PM	2	1	1	0	8	1	11	2	16	34	3	0	2	30	8	2	117	4	1	0	5

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Yew St

Thursday, October 11, 2018
2:00 PM to 4:00 PM

Heavy Vehicle 15-Minute Interval Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	2	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1
3:30 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	1	0	1	2	3
3:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2	2
Total Survey	0	0	0	0	2	0	2	4	0	3	0	3	0	5	0	5	12	12

Heavy Vehicle Peak Hour Summary 3:00 PM to 4:00 PM

By Approach	Northbound 5th Ave S			Southbound 5th Ave S			Eastbound Yew St			Westbound Yew St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	3	0	3	1	5	6	4	3	7	8
PHF	0.00			0.25			0.08			0.33			0.33

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	2	0	1	3	0	1	0	1	0	4	0	4	8
PHF	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.08	0.00	0.08	0.00	0.33	0.00	0.33	0.33

Heavy Vehicle Rolling Hour Summary 2:00 PM to 4:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
2:00 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	1	0	1	4
2:15 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	3	0	3	6
2:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
2:45 PM	0	0	0	0	1	0	1	2	0	3	0	3	0	4	0	4	9
3:00 PM	0	0	0	0	2	0	1	3	0	1	0	1	0	4	0	4	8

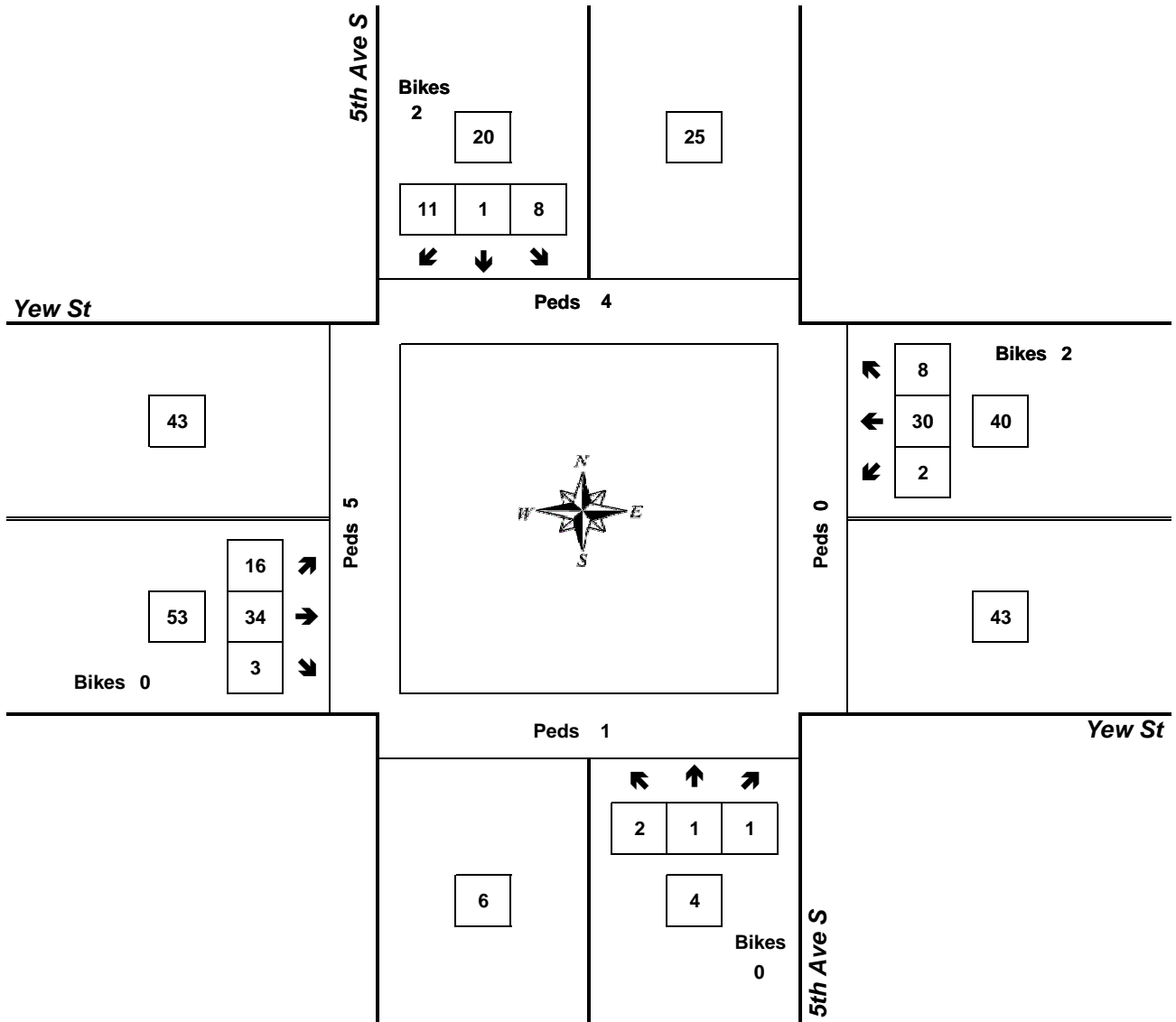
Peak Hour Summary



Clay Carney
(503) 833-2740

5th Ave S & Yew St

3:00 PM to 4:00 PM
Thursday, October 11, 2018



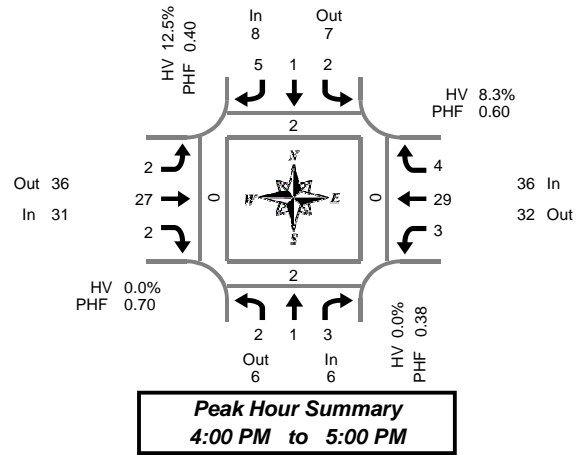
Approach	PHF	HV%	Volume
EB	0.70	1.9%	53
WB	0.71	10.0%	40
NB	0.50	0.0%	4
SB	0.71	15.0%	20
Intersection	0.81	6.8%	117

Count Period: 2:00 PM to 4:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Yew St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	1	2	0	1	0	1	0	0	5	1	0	2	12	1	0	27	0	2	0	0
4:15 PM	1	0	1	0	0	0	0	0	0	7	1	0	0	4	1	1	15	1	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	2	9	0	1	0	8	2	1	22	0	0	0	0
4:45 PM	0	0	0	0	0	1	4	0	0	6	0	1	1	5	0	0	17	1	0	0	0
5:00 PM	1	0	0	0	1	1	0	0	3	7	1	0	0	3	1	0	18	2	1	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	6	0	0	0	5	0	0	13	0	1	1	0
5:30 PM	0	0	0	0	0	0	0	0	2	10	1	0	0	4	0	0	17	0	1	1	0
5:45 PM	0	0	0	0	2	0	0	0	2	3	1	0	0	8	1	0	17	1	0	0	0
Total Survey	4	1	3	0	6	2	5	0	9	53	5	2	3	49	6	2	146	5	5	2	0

Peak Hour Summary 4:00 PM to 5:00 PM

By Approach	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	6	6	12	0	8	7	15	0	31	36	67	2	36	32	68	2	81	2	2	0	0
%HV	0.0%				12.5%				0.0%				8.3%				4.9%				
PHF	0.38				0.40				0.70				0.60				0.75				

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	1	3	6	2	1	5	8	2	27	2	31	3	29	4	36	81
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	50.0%	8.3%	4.9%
PHF	0.50	0.25	0.38	0.38	0.50	0.25	0.31	0.40	0.25	0.75	0.50	0.70	0.38	0.60	0.50	0.60	0.75

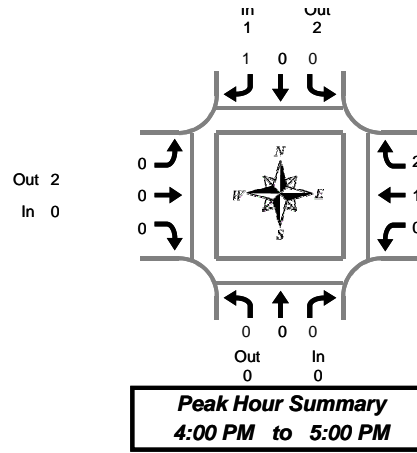
Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	2	1	3	0	2	1	5	0	2	27	2	2	3	29	4	2	81	2	2	0	0
4:15 PM	2	0	1	0	2	2	4	0	5	29	2	2	1	20	4	2	72	4	1	0	0
4:30 PM	2	0	0	0	3	2	4	0	5	28	1	2	1	21	3	1	70	3	2	1	0
4:45 PM	2	0	0	0	2	2	4	0	5	29	2	1	1	17	1	0	65	3	3	2	0
5:00 PM	2	0	0	0	4	1	0	0	7	26	3	0	0	20	2	0	65	3	3	2	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



5th Ave S & Yew St

Thursday, October 11, 2018
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	1	1	1	1	0	2	0	1	3	4	7

Heavy Vehicle Peak Hour Summary 4:00 PM to 5:00 PM

By Approach	Northbound 5th Ave S			Southbound 5th Ave S			Eastbound Yew St			Westbound Yew St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	1	2	3	0	2	2	3	0	3	4
PHF	0.00			0.25			0.00			0.25			0.25

By Movement	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	3	4
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.25

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound 5th Ave S				Southbound 5th Ave S				Eastbound Yew St				Westbound Yew St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	3	4
4:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	3	4	6
4:30 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	2	2	4
4:45 PM	0	0	0	0	0	0	1	1	1	1	0	2	0	0	1	1	4
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3

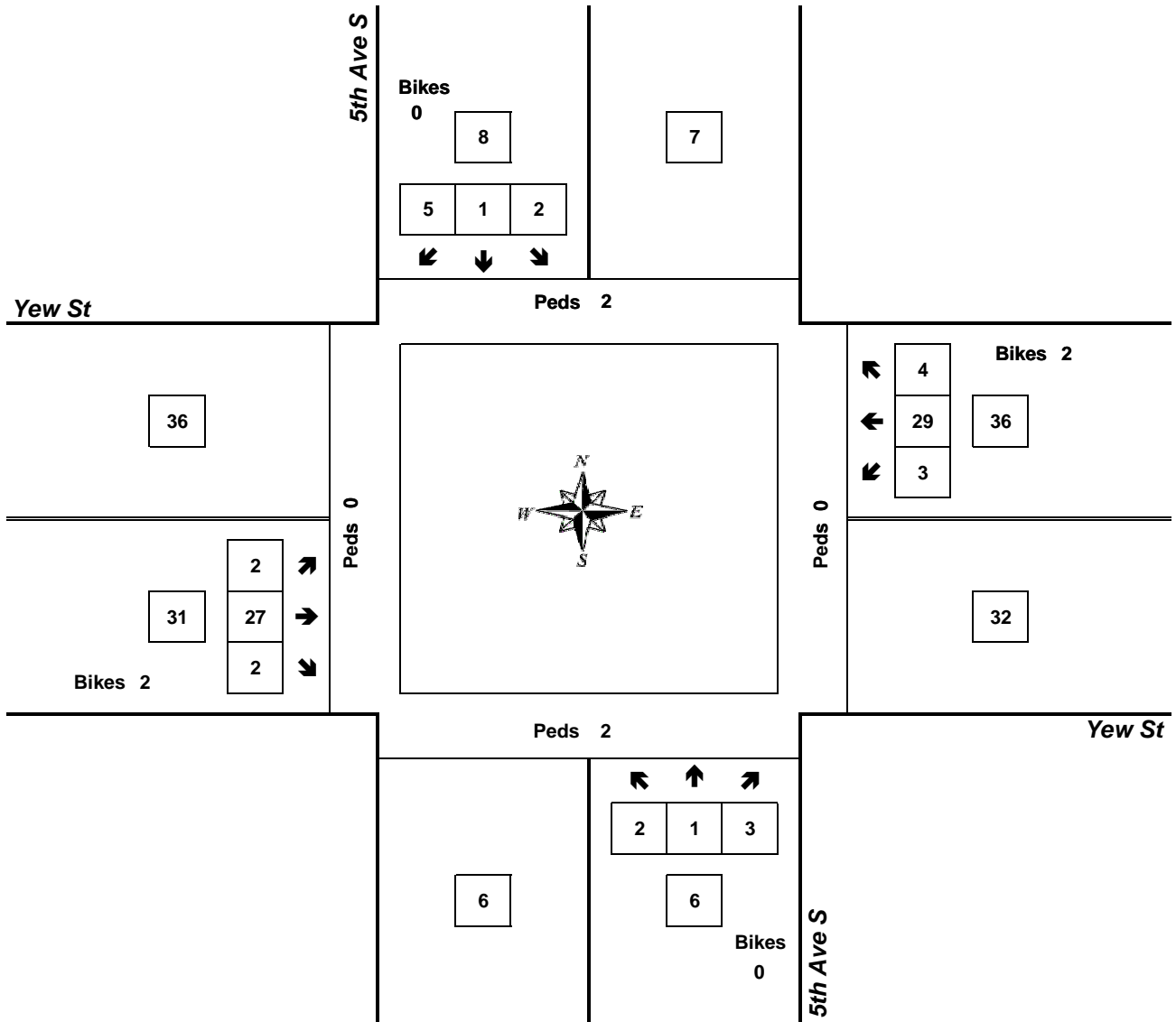
Peak Hour Summary



Clay Carney
(503) 833-2740

5th Ave S & Yew St

4:00 PM to 5:00 PM
Thursday, October 11, 2018



Approach	PHF	HV%	Volume
EB	0.70	0.0%	31
WB	0.60	8.3%	36
NB	0.38	0.0%	6
SB	0.40	12.5%	8
Intersection	0.75	4.9%	81

Count Period: 4:00 PM to 6:00 PM

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
4th Ave S S-O Elm St

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/10/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	4	4	1	0	0	0	0	0	0	0	0	0	0	11	24	27
13:00	13	6	2	0	0	0	0	0	0	0	0	0	0	0	21	19	22
14:00	9	10	2	0	0	0	0	0	0	0	0	0	0	0	21	19	22
15:00	4	7	3	1	0	0	0	0	0	0	0	0	0	0	15	22	26
16:00	3	5	6	1	1	0	0	0	0	0	0	0	0	0	16	24	30
17:00	2	6	10	2	0	0	0	0	0	0	0	0	0	0	20	24	27
18:00	1	5	5	1	0	0	0	0	0	0	0	0	0	0	12	24	26
19:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	23	24
20:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	28	29
21:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	32	34
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
23:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	32	34
Total	36	48	36	10	3	0	0	0	0	0	0	0	0	0	133		
Percent	27.1%	36.1%	27.1%	7.5%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 13	14:00 10	17:00 10	17:00 2	16:00 1										13:00 21		

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
4th Ave S S-O Elm St

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/11/18	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	27	29
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	23	24
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	22	23
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	23	24
06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	28	29
07:00	3	6	3	1	0	0	0	0	0	0	0	0	0	0	13	23	26
08:00	3	19	6	2	0	0	0	0	0	0	0	0	0	0	30	22	26
09:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	11	19	22
10:00	2	3	3	1	1	0	0	0	0	0	0	0	0	0	10	27	32
11:00	11	6	1	0	0	0	0	0	0	0	0	0	0	0	18	18	20
12 PM	2	7	2	1	0	0	0	0	0	0	0	0	0	0	12	22	26
13:00	2	5	4	0	0	0	0	0	0	0	0	0	0	0	11	22	24
14:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9	18	19
15:00	24	10	0	2	0	0	0	0	0	0	0	0	0	0	36	18	25
16:00	3	6	6	2	0	0	0	0	0	0	0	0	0	0	17	24	27
17:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8	24	32
18:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6	25	28
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	66	81	36	12	2	0	0	0	0	0	0	0	0	0	197		
Percent	33.5%	41.1%	18.3%	6.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	08:00	10:00										08:00		
Vol.	11	19	6	2	1										30		
PM Peak	15:00	15:00	16:00	15:00	17:00										15:00		
Vol.	24	10	6	2	1										36		

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
4th Ave S S-O Elm St

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/10/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	6	5	1	0	0	0	0	0	0	0	0	0	0	15	23	26
13:00	13	12	4	2	0	0	0	0	0	0	0	0	0	0	31	21	26
14:00	8	13	5	1	0	0	0	0	0	0	0	0	0	0	27	21	24
15:00	6	8	8	2	0	0	0	0	0	0	0	0	0	0	24	23	26
16:00	1	8	9	3	0	0	0	0	0	0	0	0	0	0	21	24	28
17:00	3	9	9	2	0	0	0	0	0	0	0	0	0	0	23	24	27
18:00	4	8	6	4	0	0	0	0	0	0	0	0	0	0	22	25	28
19:00	1	8	14	3	1	0	0	0	0	0	0	0	0	0	27	24	29
20:00	0	1	4	5	0	0	0	0	0	0	0	0	0	0	10	28	29
21:00	1	2	4	1	0	0	0	0	0	0	0	0	0	0	8	24	27
22:00	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11	23	24
23:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	32	34
Total	40	80	74	26	2	0	0	0	0	0	0	0	0	0	222		
Percent	18.0%	36.0%	33.3%	11.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 13	14:00 13	19:00 14	20:00 5	19:00 1										13:00 31		

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
4th Ave S S-O Elm St

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/11/18	1	3	5	1	1	0	0	0	0	0	0	0	0	0	11	26	32
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	28	29
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	18	19
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24	24
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	14
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
06:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5	31	33
07:00	3	8	4	0	1	0	0	0	0	0	0	0	0	0	16	23	30
08:00	8	15	3	2	0	0	0	0	0	0	0	0	0	0	28	21	26
09:00	2	8	6	0	0	0	0	0	0	0	0	0	0	0	16	23	24
10:00	3	6	4	0	0	0	0	0	0	0	0	0	0	0	13	22	24
11:00	4	11	7	1	0	0	0	0	0	0	0	0	0	0	23	23	24
12 PM	4	9	4	0	0	0	0	0	0	0	0	0	0	0	17	21	23
13:00	10	12	7	1	0	0	0	0	0	0	0	0	0	0	30	22	24
14:00	9	10	9	2	0	0	0	0	0	0	0	0	0	0	30	23	26
15:00	34	21	7	0	0	0	0	0	0	0	0	0	0	0	62	19	22
16:00	2	16	11	5	0	0	0	0	0	0	0	0	0	0	34	24	28
17:00	2	4	12	7	0	0	0	0	0	0	0	0	0	0	25	27	29
18:00	3	1	3	3	1	0	0	0	0	0	0	0	0	0	11	28	32
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	89	127	86	24	4	0	0	0	0	0	0	0	0	0	330		
Percent	27.0%	38.5%	26.1%	7.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	11:00	08:00	00:00										08:00		
Vol.	8	15	7	2	1										28		
PM Peak	15:00	15:00	17:00	17:00	18:00										15:00		
Vol.	34	21	12	7	1										62		

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
4th Ave S S-O Elm St

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total	85th Percent	95th Percent
10/12/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																		
PM Peak Vol.																		
Grand Total	129	207	160	50	6	0	0	0	0	0	0	0	0	0	0	552		
Percent	23.4%	37.5%	29.0%	9.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 9 MPH
50th Percentile : 18 MPH
85th Percentile : 24 MPH
95th Percentile : 27 MPH

Statistics
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 367
Percent in Pace : 66.5%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 18 MPH

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
5th Ave S S-O Elm St

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/10/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	18	19
13:00	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21	14	18
14:00	9	3	1	0	0	0	0	0	0	0	0	0	0	0	13	18	21
15:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8	19	22
16:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	12	19	21
17:00	6	3	3	0	0	0	0	0	0	0	0	0	0	0	12	22	24
18:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	8	22	23
19:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8	22	24
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	19	19
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24	24
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	33	34
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24	24
Total	51	30	15	0	1	0	0	0	0	0	0	0	0	0	97		
Percent	52.6%	30.9%	15.5%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 18	16:00 5	17:00 3		22:00 1										13:00 21		

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
5th Ave S S-O Elm St

NB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/11/18		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00		0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	23	24
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14
05:00		1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	22	24
06:00		2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	14
07:00		6	2	1	0	0	0	0	0	0	0	0	0	0	0	9	19	22
08:00		30	2	0	0	0	0	0	0	0	0	0	0	0	0	32	13	15
09:00		3	0	3	1	0	0	0	0	0	0	0	0	0	0	7	24	28
10:00		3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	21	23
11:00		4	5	1	0	0	0	0	0	0	0	0	0	0	0	10	19	22
12 PM		1	4	2	0	0	0	0	0	0	0	0	0	0	0	7	22	24
13:00		7	4	2	0	0	0	0	0	0	0	0	0	0	0	13	20	23
14:00		4	8	5	0	0	0	0	0	0	0	0	0	0	0	17	22	24
15:00		29	5	0	0	0	0	0	0	0	0	0	0	0	0	34	14	18
16:00		4	0	4	2	0	0	0	0	0	0	0	0	0	0	10	26	28
17:00		1	3	3	2	2	0	0	0	0	0	0	0	0	0	11	30	33
18:00		5	2	4	0	1	0	0	0	0	0	0	0	0	0	12	23	31
19:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total		101	38	28	6	3	0	0	0	0	0	0	0	0	0	176		
Percent		57.4%	21.6%	15.9%	3.4%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	09:00	01:00												08:00		
Vol.	30	5	3	1												32		
PM Peak	15:00	14:00	14:00	16:00	17:00											15:00		
Vol.	29	8	5	2	2											34		
Grand Total		152	68	43	6	4	0	0	0	0	0	0	0	0	0	273		
Percent		55.7%	24.9%	15.8%	2.2%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 4 MPH
 50th Percentile : 13 MPH
 85th Percentile : 21 MPH
 95th Percentile : 24 MPH

Statistics
 10 MPH Pace Speed : 11-20 MPH
 Number in Pace : 119
 Percent in Pace : 43.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 14 MPH

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
5th Ave S S-O Elm St

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/10/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9	18	19
13:00	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20	17	19
14:00	9	2	1	0	0	0	0	0	0	0	0	0	0	0	12	17	21
15:00	3	8	4	0	0	0	0	0	0	0	0	0	0	0	15	22	24
16:00	3	3	3	0	0	0	0	0	0	0	0	0	0	0	9	22	24
17:00	14	7	4	0	0	0	0	0	0	0	0	0	0	0	25	20	23
18:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	18	19
19:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	22	24
20:00	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7	24	28
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
Total	53	39	17	1	0	0	0	0	0	0	0	0	0	0	110		
Percent	48.2%	35.5%	15.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 15	15:00 8	15:00 4	20:00 1											17:00 25		

**All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740**

Site Code: 1
5th Ave S S-O Elm St

SB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
	10/11/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	23	24
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	18	19
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	27	29
	07:00	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10	19	27
	08:00	72	14	1	0	0	0	0	0	0	0	0	0	0	0	87	15	18
	09:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	18	19
	10:00	7	4	0	1	0	0	0	0	0	0	0	0	0	0	12	18	26
	11:00	3	7	1	0	0	0	0	0	0	0	0	0	0	0	11	19	22
	12 PM	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	18	19
	13:00	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10	21	23
	14:00	8	3	3	0	0	0	0	0	0	0	0	0	0	0	14	21	23
	15:00	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32	14	17
	16:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	23	24
	17:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5	26	28
	18:00	4	3	3	1	0	0	0	0	0	0	0	0	0	0	11	23	27
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	Total	140	56	16	5	0	0	0	0	0	0	0	0	0	0	217		
	Percent	64.5%	25.8%	7.4%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	08:00	08:00	03:00	06:00											08:00		
	Vol.	72	14	2	1											87		
	PM Peak	15:00	13:00	14:00	17:00											15:00		
	Vol.	28	6	3	1											32		
	Grand Total	193	95	33	6	0	0	0	0	0	0	0	0	0	0	327		
	Percent	59.0%	29.1%	10.1%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 3 MPH
 50th Percentile : 12 MPH
 85th Percentile : 19 MPH
 95th Percentile : 23 MPH

Statistics
 10 MPH Pace Speed : 11-20 MPH
 Number in Pace : 159
 Percent in Pace : 48.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 13 MPH

Appendix C

Trip Generation Report



August 22, 2018

Patrick Donnelly, AIA, LEED AP
Architect, Senior Associate
Integrus Architecture
117 S Main Street, Suite 100
Seattle, Washington 98104

Via email: pdonnelly@integrusarch.com

Regarding: Trip Generation and Distribution Letter
Wallace Elementary School Replacement
410 Elm Street
Kelso, Washington 98626
PBS Project 0071314.000

Dear Mr. Donnelly:

This trip generation letter has been prepared for the Wallace Elementary School Replacement project's pre-application narrative to provide an estimate of the number of trips generated by the proposed project and for distribution of those trips onto surrounding roads. It also provides preliminary transportation analysis of the proposed road closure of Elm Street between S 4th Avenue and S 5th Avenue. The intent of the letter is to provide information to make decisions on the need for further transportation analysis.

Project Description

The project proposes demolish the existing elementary school building, which comprises a total of approximately 49,000 square feet. The new elementary school campus will be built on the same site and will be replaced by an approximately 57,000-gross-square-foot building. The existing school will remain in operation while the new school is being built on the southern end of the school grounds. No site plan is available currently. The overall student capacity will increase from 350 to 450 students with the replaced elementary school. The project site is located on 410 Elm Street in Kelso, Washington. See Figure 1 for the vicinity map.

The Wallace Elementary School replacement project proposes closure of Elm Street from S 4th Avenue to S 5th Avenue. The intent is to extend the school ground across Elm Street and the two homes on the north side of Elm Street between S 4th and 5th Avenues.

Trip Generation

Trips to be generated by the Wallace Elementary School Replacement project are estimated using land use models within the ITE *Trip Generation Manual*, 9th Edition. Two alternatives were used to provide a range of trip generation. Alternative 1 and Alternative 2 calculated the net increase in trips based on the increase in size of building and the number of students, respectively. In each case, average trip rates for Elementary School (Land Use Code 520) were used. Alternative 1 used gross square feet as the independent variable, whereas, Alternative 2 used the number of enrolled students as the independent variable.

Using the larger of the two alternatives, the proposed project will generate 130 average weekday trips, including 45 AM peak hour trips and 28 PM peak hour trips. The supporting calculations are attached, and the trips are shown in Table 1.

The land use within the existing school boundary is built-out and the growth in student population is assumed to be related to school attendance area boundary adjustment. No boundary adjustment information was available, but we assume the boundary would shift north to annex the southern portion of Catlin Elementary School's service area. With any boundary adjustment that increases the size of the Wallace School attendance area, the Kelso School District should consider expanding the bus service to reduce parents driving to drop-off or pick-up of students.

The Kelso School District reports that the Wallace Elementary School has many students walking to school. Based on the grid street network, small service area and surrounding residential land use, this school should have a lower than normal trip generation rate. With the reported congestion, the Kelso School District should consider providing incentives to increasing walking to and from school.

Table 1. ITE Trip Generation for Wallace Elementary School Replacement

Land Use (ITE Code)	Elementary School (520)		Elementary School (520)	
Independent Variable	1,000 Square Feet		Students	
Size	79.8		100	
Average Weekday Trips (ADT)	124		130	
Peak Hour Trips	AM	PM	AM	PM
In	23	11	25	13
Out	18	14	20	15
Total Trips	41	25	45	28

No trip generation estimates were made related to the construction of the new school building. Construction traffic is temporary, but attention should be given to minimize any overlap in start and end times with the school, truck delivery of materials, and where construction workers will park.

Trip Distribution

The distribution of the net new trip for the proposed project is shown on Figure 1. The trip distribution is based on engineering judgement, arterial street network, and assumed boundary adjustment to the north.

Elm Street Closure analysis

No traffic data is available to estimate the impacts of traffic diversion to other streets because of the proposed street closure of Elm Street between S 4th Avenue and S 5th Avenue. Based on engineering judgement, our preliminary evaluation of the transportation system supports this change to the roadway network for the following reasons:

- Closure of Elm Street should improve pedestrian safety of children walking to school by reducing the volume of traffic on Elm Street and near the school. Non-school related traffic will be diverted away from Elm Street. Elm Street provides a direct walk route to and from the school with crosswalks at several crossing streets.
- Elm Street is classified as a local street with the intent of providing access to the abutting properties. It is not intended as a through street.
- This area of Kelso has a relatively complete grid network of streets that provide abundant access into and out of the neighborhood by the residents of the Elm Street.
- The existing school site is relatively small, and the proposed change will provide additional open space for the new school and the neighborhood.

Transportation recommendations related to the Elm Street closure:

- Notify stakeholders such as residents in the vicinity, emergency services, trash collection services, street sweeping, and post office of the change to solicit comments.
- The roadway should be kept open to pedestrians and bicyclists.
- To address school congestion, passenger loading zones should be established on both sides of the school. A southbound drop-off zone on S 5th Avenue, and a northbound drop-off zone on S 4th Avenue.
- If traffic impacts are a concern, a traffic impact study should count the Elm Street/S 4th Avenue and Elm Street/S 5th Avenue intersections to measure the potential traffic diversion and level of service impacts to adjacent intersections.

Please feel free to contact me at 360.567.2117 or john.manix@pbsusa.com with any questions or comments.

Sincerely,



Digitally signed by John Manix
Date: 2018.08.22 16:18:23 -07'00'

John Manix, PE
Senior Engineer
PBS Engineering and Environmental Inc.

Attachments: Trip Generation Calculation
Figure 1. Vicinity Map and Trip Distribution

TLF:JAM:mo

ITE Trip Generation

Trip Generation Based on Weighted Average Rates PBS Engineering and Environmental

General			
Land Use Code	Elementary School (sf, PM peak for Schd		
Independent Variable	1,000 Sq Ft		
Size (X)		49.00	
ITE Land Use Code		520	

Date: 8/20/2018 Analyst: TLF Project: Kelso SD - Wallace ES
(Proj No. 0071314.000)

	In	Out	Total
Average Weekday	378	378	756
New Trips	378	378	756
AM Peak Hour for ad	143	112	255
New Trips	143	112	255
PM peak hour for ad	67	85	152
New Trips	67	85	152

Estimated trips based on building size

Existing School

Analysis Period	Weekday		
Average Rate	Rate		Trips
	15.43		756
Entering / Exiting			
% entering	50%		378
% exiting	50%		378
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		378	378
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		378	378

	AM Peak Hour for adjacent street		
Average Rate	Rate		Trips
	5.2		255
Entering / Exiting			
% entering	56%		143
% exiting	44%		112
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		143	112
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		143	112

Analysis Period	PM peak hour for adjacent street		
Average Rate	Rate		Trips
	3.11		152
Entering / Exiting			
% entering	44%		67
% exiting	56%		85
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		67	85
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		67	85

ITE Trip Generation

Trip Generation Based on Weighted Average Rates

PBS Engineering and Environmental

General			
Land Use Code	Elementary School (students, PM peak f		
Independent Variable	Students		
Size (X)		350.00	
ITE Land Use Code		520	

Date: 8/20/2018 Analyst: TLF Project: Kelso SD - Wallace ES
(Proj No. 0071314.000)

	In	Out	Total
Average Weekday	226	226	452
New Trips	226	226	452
AM Peak Hour for ad	87	71	158
New Trips	87	71	158
PM peak hour for ad	44	54	98
New Trips	44	54	98

Estimated trip generation based on number of students

Existing School

Analysis Period	Weekday		
Average Rate	Rate		Trips
	1.29		452
Entering / Exiting			
% entering	50%		226
% exiting	50%		226
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		226	226
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		226	226

	AM Peak Hour for adjacent street		
Average Rate	Rate		Trips
	0.45		158
Entering / Exiting			
% entering	55%		87
% exiting	45%		71
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		87	71
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		87	71

Analysis Period	PM peak hour for adjacent street		
Average Rate	Rate		Trips
	0.28		98
Entering / Exiting			
% entering	45%		44
% exiting	55%		54
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		44	54
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		44	54

ITE Trip Generation

Trip Generation Based on Weighted Average Rates

PBS Engineering and Environmental

General			
Land Use Code	Elementary School (sf, PM peak for Schd		
Independent Variable	1,000 Sq Ft		
Size (X)		57.00	
ITE Land Use Code		520	

Date: 8/20/2018 Analyst: TLF Project: Kelso SD - Wallace ES
(Proj No. 0071314.000)

	In	Out	Total
Average Weekday	440	440	880
New Trips	440	440	880
AM Peak Hour for ad	166	130	296
New Trips	166	130	296
PM peak hour for ad	78	99	177
New Trips	78	99	177

Estimated trips based on building size

Proposed school

Analysis Period	Weekday		
Average Rate	Rate		Trips
	15.43		880
Entering / Exiting			
% entering	50%		440
% exiting	50%		440
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		440	440
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		440	440

	AM Peak Hour for adjacent street		
Average Rate	Rate		Trips
	5.2		296
Entering / Exiting			
% entering	56%		166
% exiting	44%		130
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		166	130
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		166	130

Analysis Period	PM peak hour for adjacent street		
Average Rate	Rate		Trips
	3.11		177
Entering / Exiting			
% entering	44%		78
% exiting	56%		99
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		78	99
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		78	99

ITE Trip Generation

Trip Generation Based on Weighted Average Rates PBS Engineering and Environmental

General			
Land Use Code	Elementary School (students, PM peak for adjacent street)		
Independent Variable	Students		
Size (X)		450.00	
ITE Land Use Code		520	

Date: 8/20/2018 Analyst: TLF Project: Kelso SD - Wallace ES
(Proj No. 0071314.000)

	In	Out	Total
Average Weekday	291	291	581
New Trips	291	291	581
AM Peak Hour for adjacent street	112	91	203
New Trips	112	91	203
PM peak hour for adjacent street	57	69	126
New Trips	57	69	126

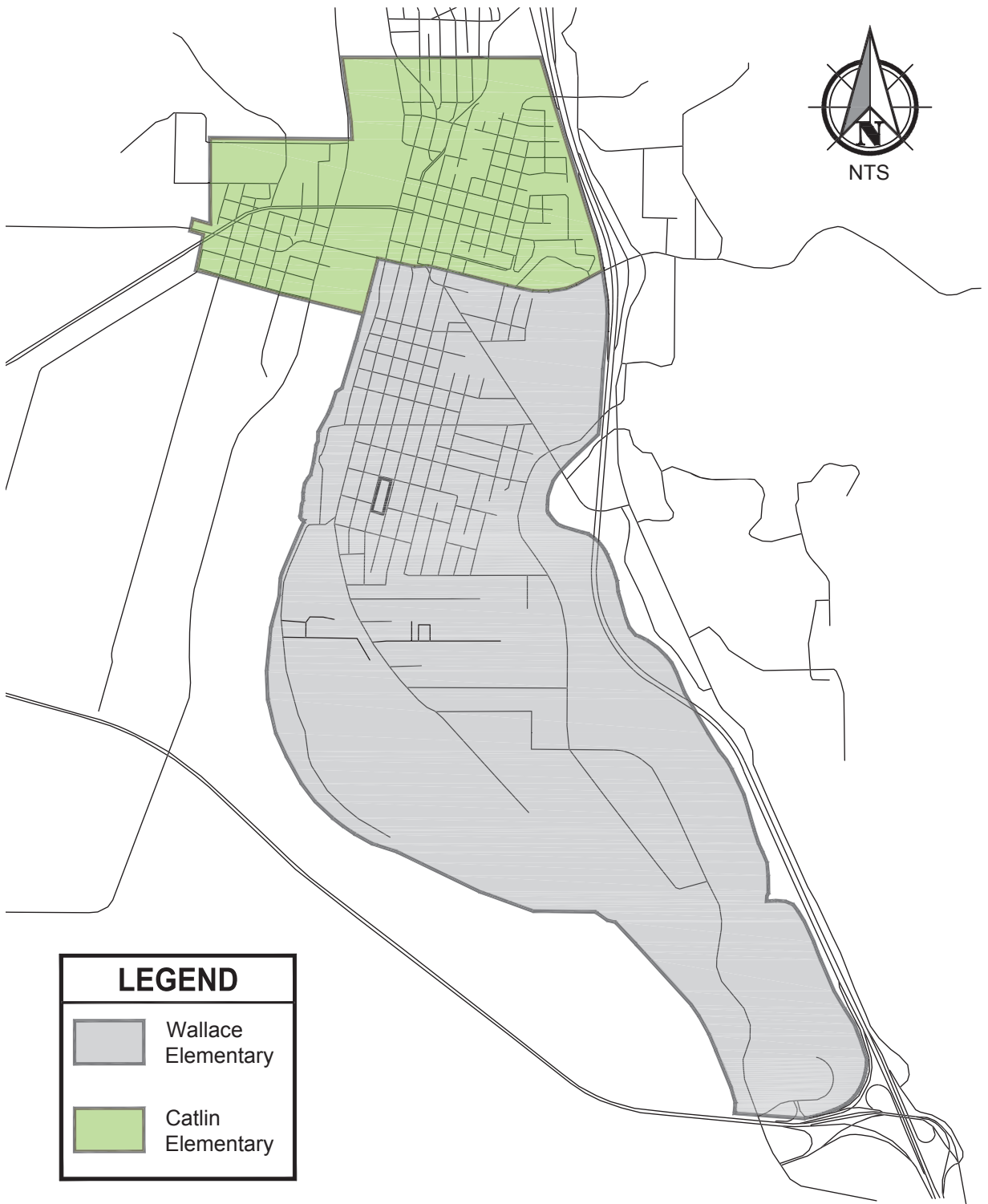
Estimated trip generation based on number of students

Proposed school

Analysis Period	Weekday		
Average Rate	Rate		Trips
	1.29		581
Entering / Exiting			
% entering	50%		291
% exiting	50%		291
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		291	291
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		291	291

	AM Peak Hour for adjacent street		
Average Rate	Rate		Trips
	0.45		203
Entering / Exiting			
% entering	55%		112
% exiting	45%		91
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		112	91
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		112	91

Analysis Period	PM peak hour for adjacent street		
Average Rate	Rate		Trips
	0.28		126
Entering / Exiting			
% entering	45%		57
% exiting	55%		69
New Trips			
% internal			
% pass-by			
		In	Out
Total Trips		57	69
Internal Trips		0	0
Pass-By Trips		0	0
New Trips		57	69



KELSO SCHOOL DISTRICT ELEMENTARY SCHOOL ATTENDANCE BOUNDARIES



Appendix D

Level of Service Reports

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	0	3	7	1	0	36	2	2	58	4
Future Vol, veh/h	0	7	0	3	7	1	0	36	2	2	58	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	4	9	1	0	45	3	3	73	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	131	128	75	130	129	46	78	0	0	48	0	0
Stage 1	80	80	-	46	46	-	-	-	-	-	-	-
Stage 2	51	48	-	84	83	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	841	763	986	843	762	1023	1520	-	-	1559	-	-
Stage 1	929	828	-	968	857	-	-	-	-	-	-	-
Stage 2	962	855	-	924	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	831	761	986	834	760	1023	1520	-	-	1559	-	-
Mov Cap-2 Maneuver	831	761	-	834	760	-	-	-	-	-	-	-
Stage 1	929	826	-	968	857	-	-	-	-	-	-	-
Stage 2	951	855	-	912	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9.6	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1520	-	-	761	798	1559	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.017	0.002	-	-
HCM Control Delay (s)	0	-	-	9.8	9.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	4	12	7	0	1	34	5	1	39	1
Future Vol, veh/h	1	5	4	12	7	0	1	34	5	1	39	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	6	5	15	9	0	1	43	6	1	49	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	105	103	49	106	101	46	50	0	0	49	0	0
Stage 1	52	52	-	48	48	-	-	-	-	-	-	-
Stage 2	53	51	-	58	53	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	875	787	1020	873	789	1023	1557	-	-	1558	-	-
Stage 1	961	852	-	965	855	-	-	-	-	-	-	-
Stage 2	960	852	-	954	851	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	866	785	1020	862	787	1023	1557	-	-	1558	-	-
Mov Cap-2 Maneuver	866	785	-	862	787	-	-	-	-	-	-	-
Stage 1	960	851	-	964	854	-	-	-	-	-	-	-
Stage 2	949	851	-	941	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	0.2	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1557	-	-	874	833	1558	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.029	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.4	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	6	0	1	12	12	2	6	2	15	20	2
Future Vol, veh/h	1	6	0	1	12	12	2	6	2	15	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	0	1	15	15	3	8	3	19	25	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	93	79	26	82	79	9	28	0	0	10	0	0
Stage 1	64	64	-	14	14	-	-	-	-	-	-	-
Stage 2	29	15	-	68	65	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	891	811	1050	905	811	1073	1585	-	-	1610	-	-
Stage 1	947	842	-	1006	884	-	-	-	-	-	-	-
Stage 2	988	883	-	942	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	857	800	1050	889	800	1073	1585	-	-	1610	-	-
Mov Cap-2 Maneuver	857	800	-	889	800	-	-	-	-	-	-	-
Stage 1	945	832	-	1004	882	-	-	-	-	-	-	-
Stage 2	956	881	-	922	831	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.1		1.5		2.9	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	-	808	915	1610	-	-
HCM Lane V/C Ratio	0.002	-	-	0.011	0.034	0.012	-	-
HCM Control Delay (s)	7.3	0	-	9.5	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	8	23	23	11	4	6	19	9	5	42	4
Future Vol, veh/h	15	8	23	23	11	4	6	19	9	5	42	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	10	29	29	14	5	8	24	11	6	53	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	39	0	0	165	138	24	153	150	16
Stage 1	-	-	-	-	-	-	62	62	-	74	74	-
Stage 2	-	-	-	-	-	-	103	76	-	79	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1571	-	-	800	753	1052	814	742	1063
Stage 1	-	-	-	-	-	-	949	843	-	935	833	-
Stage 2	-	-	-	-	-	-	903	832	-	930	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1571	-	-	734	730	1052	767	719	1063
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	730	-	767	719	-
Stage 1	-	-	-	-	-	-	938	833	-	924	817	-
Stage 2	-	-	-	-	-	-	825	816	-	883	822	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			4.4			9.8			10.3		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	1597	-	-	1571	-	-	742
HCM Lane V/C Ratio	0.053	0.012	-	-	0.018	-	-	0.086
HCM Control Delay (s)	9.8	7.3	0	-	7.3	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	8	23	23	11	4	6	19	9	8	2	2
Future Vol, veh/h	3	8	23	23	11	4	6	19	9	8	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	29	29	14	5	8	24	11	10	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	39	0	0	108	108	24	123	120	16
Stage 1	-	-	-	-	-	-	32	32	-	74	74	-
Stage 2	-	-	-	-	-	-	76	76	-	49	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1571	-	-	871	782	1052	852	770	1063
Stage 1	-	-	-	-	-	-	984	868	-	935	833	-
Stage 2	-	-	-	-	-	-	933	832	-	964	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1571	-	-	852	765	1052	809	753	1063
Mov Cap-2 Maneuver	-	-	-	-	-	-	852	765	-	809	753	-
Stage 1	-	-	-	-	-	-	981	865	-	932	817	-
Stage 2	-	-	-	-	-	-	910	816	-	925	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	4.4	9.5	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	841	1597	-	-	1571	-	-	832
HCM Lane V/C Ratio	0.051	0.002	-	-	0.018	-	-	0.018
HCM Control Delay (s)	9.5	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	17	2	1	30	12	1	1	0	20	0	36
Future Vol, veh/h	10	17	2	1	30	12	1	1	0	20	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	21	3	1	38	15	1	1	0	25	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	24	0	0	118	103	23	96	97	45
Stage 1	-	-	-	-	-	-	48	48	-	48	48	-
Stage 2	-	-	-	-	-	-	70	55	-	48	49	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1591	-	-	858	787	1054	887	793	1025
Stage 1	-	-	-	-	-	-	965	855	-	965	855	-
Stage 2	-	-	-	-	-	-	940	849	-	965	854	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1591	-	-	815	780	1054	880	786	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	815	780	-	880	786	-
Stage 1	-	-	-	-	-	-	957	848	-	957	854	-
Stage 2	-	-	-	-	-	-	898	848	-	956	847	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.2			9.5			9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	797	1553	-	-	1591	-	-	968
HCM Lane V/C Ratio	0.003	0.008	-	-	0.001	-	-	0.072
HCM Control Delay (s)	9.5	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

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	1	5	5	1	6	2	3	44	4	4	62	4
Future Vol, veh/h	1	5	5	1	6	2	3	44	4	4	62	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	6	6	1	8	3	4	55	5	5	78	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	160	158	80	161	158	58	83	0	0	60	0	0
Stage 1	90	90	-	65	65	-	-	-	-	-	-	-
Stage 2	70	68	-	96	93	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	806	734	980	804	734	1008	1514	-	-	1544	-	-
Stage 1	917	820	-	946	841	-	-	-	-	-	-	-
Stage 2	940	838	-	911	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	794	730	980	790	730	1008	1514	-	-	1544	-	-
Mov Cap-2 Maneuver	794	730	-	790	730	-	-	-	-	-	-	-
Stage 1	914	818	-	943	838	-	-	-	-	-	-	-
Stage 2	926	835	-	896	816	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.7	0.4	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	833	785	1544	-	-
HCM Lane V/C Ratio	0.002	-	-	0.017	0.014	0.003	-	-
HCM Control Delay (s)	7.4	0	-	9.4	9.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	5	9	5	2	2	23	6	2	20	3
Future Vol, veh/h	1	5	5	9	5	2	2	23	6	2	20	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	6	6	11	6	3	3	29	8	3	25	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	74	73	27	76	72	33	29	0	0	36	0	0
Stage 1	32	32	-	38	38	-	-	-	-	-	-	-
Stage 2	42	41	-	38	34	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	916	817	1048	914	818	1041	1584	-	-	1575	-	-
Stage 1	984	868	-	977	863	-	-	-	-	-	-	-
Stage 2	972	861	-	977	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	906	814	1048	900	815	1041	1584	-	-	1575	-	-
Mov Cap-2 Maneuver	906	814	-	900	815	-	-	-	-	-	-	-
Stage 1	982	866	-	975	861	-	-	-	-	-	-	-
Stage 2	961	859	-	962	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.2	0.5	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1584	-	-	915	886	1575	-	-
HCM Lane V/C Ratio	0.002	-	-	0.015	0.023	0.002	-	-
HCM Control Delay (s)	7.3	0	-	9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	1	1	5	4	0	16	0	10	37	6
Future Vol, veh/h	2	5	1	1	5	4	0	16	0	10	37	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	1	1	6	5	0	20	0	13	46	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	101	95	50	99	99	20	54	0	0	20	0	0
Stage 1	75	75	-	20	20	-	-	-	-	-	-	-
Stage 2	26	20	-	79	79	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	880	795	1018	883	791	1058	1551	-	-	1596	-	-
Stage 1	934	833	-	999	879	-	-	-	-	-	-	-
Stage 2	992	879	-	930	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	865	789	1018	871	785	1058	1551	-	-	1596	-	-
Mov Cap-2 Maneuver	865	789	-	871	785	-	-	-	-	-	-	-
Stage 1	934	826	-	999	879	-	-	-	-	-	-	-
Stage 2	980	879	-	914	822	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.1		0		1.4	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	831	885	1596	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.014	0.008	-	-
HCM Control Delay (s)	0	-	-	9.4	9.1	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	2	8	7	4	4	17	9	8	20	2
Future Vol, veh/h	4	4	2	8	7	4	4	17	9	8	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	3	10	9	5	5	21	11	10	25	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	8	0	0	61	50	6	64	49	11
Stage 1	-	-	-	-	-	-	16	16	-	31	31	-
Stage 2	-	-	-	-	-	-	45	34	-	33	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1604	-	-	1612	-	-	934	841	1077	930	843	1070
Stage 1	-	-	-	-	-	-	1004	882	-	986	869	-
Stage 2	-	-	-	-	-	-	969	867	-	983	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1604	-	-	1612	-	-	904	833	1077	896	835	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	833	-	896	835	-
Stage 1	-	-	-	-	-	-	1001	879	-	983	864	-
Stage 2	-	-	-	-	-	-	933	862	-	946	877	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.9			3.1			9.2			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	904	1604	-	-	1612	-	-	863
HCM Lane V/C Ratio	0.041	0.003	-	-	0.006	-	-	0.043
HCM Control Delay (s)	9.2	7.3	0	-	7.2	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	28	2	0	33	12	3	4	1	25	5	12
Future Vol, veh/h	9	28	2	0	33	12	3	4	1	25	5	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	35	3	0	41	15	4	5	1	31	6	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	38	0	0	118	115	36	111	109	49
Stage 1	-	-	-	-	-	-	59	59	-	49	49	-
Stage 2	-	-	-	-	-	-	59	56	-	62	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1549	-	-	1572	-	-	858	775	1037	867	781	1020
Stage 1	-	-	-	-	-	-	953	846	-	964	854	-
Stage 2	-	-	-	-	-	-	953	848	-	949	845	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1549	-	-	1572	-	-	836	770	1037	857	776	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	836	770	-	857	776	-
Stage 1	-	-	-	-	-	-	946	840	-	957	854	-
Stage 2	-	-	-	-	-	-	932	848	-	936	839	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	821	1549	-	-	1572	-	-	886
HCM Lane V/C Ratio	0.012	0.007	-	-	-	-	-	0.059
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

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	16	34	3	2	30	8	2	1	1	20	0	36
Future Vol, veh/h	16	34	3	2	30	8	2	1	1	20	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	43	4	3	38	10	3	1	1	25	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	46	0	0	154	137	44	134	134	43
Stage 1	-	-	-	-	-	-	84	84	-	48	48	-
Stage 2	-	-	-	-	-	-	70	53	-	86	86	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1562	-	-	813	754	1026	838	757	1027
Stage 1	-	-	-	-	-	-	924	825	-	965	855	-
Stage 2	-	-	-	-	-	-	940	851	-	922	824	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1562	-	-	768	743	1026	826	746	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	768	743	-	826	746	-
Stage 1	-	-	-	-	-	-	912	814	-	952	853	-
Stage 2	-	-	-	-	-	-	897	849	-	908	813	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0.4			9.5			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	1559	-	-	1562	-	-	945
HCM Lane V/C Ratio	0.006	0.013	-	-	0.002	-	-	0.074
HCM Control Delay (s)	9.5	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

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	0	8	4	3	11	7	0	45	6	11	70	4
Future Vol, veh/h	0	8	4	3	11	7	0	45	6	11	70	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	5	4	14	9	0	56	8	14	88	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	191	183	91	186	181	60	93	0	0	64	0	0
Stage 1	119	119	-	60	60	-	-	-	-	-	-	-
Stage 2	72	64	-	126	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	769	711	967	775	713	1005	1501	-	-	1538	-	-
Stage 1	885	797	-	951	845	-	-	-	-	-	-	-
Stage 2	938	842	-	878	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	745	704	967	757	706	1005	1501	-	-	1538	-	-
Mov Cap-2 Maneuver	745	704	-	757	706	-	-	-	-	-	-	-
Stage 1	885	789	-	951	845	-	-	-	-	-	-	-
Stage 2	915	842	-	854	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.7	0	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1501	-	-	774	792	1538	-	-
HCM Lane V/C Ratio	-	-	-	0.019	0.033	0.009	-	-
HCM Control Delay (s)	0	-	-	9.7	9.7	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	17	13	8	0	10	38	5	1	46	1
Future Vol, veh/h	1	5	17	13	8	0	10	38	5	1	46	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	6	21	16	10	0	13	48	6	1	58	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	143	141	59	151	138	51	59	0	0	54	0	0
Stage 1	61	61	-	77	77	-	-	-	-	-	-	-
Stage 2	82	80	-	74	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	826	750	1007	816	753	1017	1545	-	-	1551	-	-
Stage 1	950	844	-	932	831	-	-	-	-	-	-	-
Stage 2	926	828	-	935	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	811	743	1007	787	745	1017	1545	-	-	1551	-	-
Mov Cap-2 Maneuver	811	743	-	787	745	-	-	-	-	-	-	-
Stage 1	941	843	-	924	824	-	-	-	-	-	-	-
Stage 2	907	821	-	908	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.8	1.4	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1545	-	-	926	770	1551	-	-
HCM Lane V/C Ratio	0.008	-	-	0.031	0.034	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	3	8	25	10
Future Vol, veh/h	7	1	3	8	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	4	10	31	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	56	38	44	0	0
Stage 1	38	-	-	-	-
Stage 2	18	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	952	1034	1564	-	-
Stage 1	984	-	-	-	-
Stage 2	1005	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	949	1034	1564	-	-
Mov Cap-2 Maneuver	949	-	-	-	-
Stage 1	981	-	-	-	-
Stage 2	1005	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	959	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	15	26	10	14	72
Future Vol, veh/h	28	15	26	10	14	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	19	33	13	18	90

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	166	40	0	0	46
Stage 1	40	-	-	-	-
Stage 2	126	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	824	1031	-	-	1562
Stage 1	982	-	-	-	-
Stage 2	900	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	814	1031	-	-	1562
Mov Cap-2 Maneuver	814	-	-	-	-
Stage 1	982	-	-	-	-
Stage 2	889	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1562
HCM Lane V/C Ratio	-	-	0.061	0.011
HCM Control Delay (s)	-	-	9.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	24	2	0	53	23	0	2	1	9	2	4
Future Vol, veh/h	4	24	2	0	53	23	0	2	1	9	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	30	3	0	66	29	0	3	1	11	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	33	0	0	127	137	32	125	124	81
Stage 1	-	-	-	-	-	-	42	42	-	81	81	-
Stage 2	-	-	-	-	-	-	85	95	-	44	43	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1579	-	-	846	754	1042	849	766	979
Stage 1	-	-	-	-	-	-	972	860	-	927	828	-
Stage 2	-	-	-	-	-	-	923	816	-	970	859	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1499	-	-	1579	-	-	838	752	1042	844	764	979
Mov Cap-2 Maneuver	-	-	-	-	-	-	838	752	-	844	764	-
Stage 1	-	-	-	-	-	-	969	857	-	924	828	-
Stage 2	-	-	-	-	-	-	916	816	-	963	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	829	1499	-	-	1579	-	-	864
HCM Lane V/C Ratio	0.005	0.003	-	-	-	-	-	0.022
HCM Control Delay (s)	9.4	7.4	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	18	2	1	36	13	1	1	0	21	0	39
Future Vol, veh/h	11	18	2	1	36	13	1	1	0	21	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	23	3	1	45	16	1	1	0	26	0	49

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	61	0	0	26	0	0	133	116	25	108	109	53
Stage 1	-	-	-	-	-	-	53	53	-	55	55	-
Stage 2	-	-	-	-	-	-	80	63	-	53	54	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1588	-	-	839	774	1051	871	781	1014
Stage 1	-	-	-	-	-	-	960	851	-	957	849	-
Stage 2	-	-	-	-	-	-	929	842	-	960	850	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1588	-	-	793	766	1051	863	773	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	793	766	-	863	773	-
Stage 1	-	-	-	-	-	-	951	843	-	948	848	-
Stage 2	-	-	-	-	-	-	883	841	-	950	842	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0.1	9.6	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	779	1542	-	-	1588	-	-	955
HCM Lane V/C Ratio	0.003	0.009	-	-	0.001	-	-	0.079
HCM Control Delay (s)	9.6	7.4	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	3	1	9	5	3	52	4	11	70	4
Future Vol, veh/h	5	5	3	1	9	5	3	52	4	11	70	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	6	4	1	11	6	4	65	5	14	88	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	203	197	91	200	197	68	93	0	0	70	0	0
Stage 1	119	119	-	76	76	-	-	-	-	-	-	-
Stage 2	84	78	-	124	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	755	699	967	759	699	995	1501	-	-	1531	-	-
Stage 1	885	797	-	933	832	-	-	-	-	-	-	-
Stage 2	924	830	-	880	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	734	690	967	743	690	995	1501	-	-	1531	-	-
Mov Cap-2 Maneuver	734	690	-	743	690	-	-	-	-	-	-	-
Stage 1	882	789	-	930	830	-	-	-	-	-	-	-
Stage 2	903	828	-	861	788	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.9		9.8		0.4		1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1501	-	-	758	773	1531	-	-
HCM Lane V/C Ratio	0.002	-	-	0.021	0.024	0.009	-	-
HCM Control Delay (s)	7.4	0	-	9.9	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	12	10	5	2	5	27	6	2	23	3
Future Vol, veh/h	1	5	12	10	5	2	5	27	6	2	23	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	6	15	13	6	3	6	34	8	3	29	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	92	91	31	98	89	38	33	0	0	42	0	0
Stage 1	37	37	-	50	50	-	-	-	-	-	-	-
Stage 2	55	54	-	48	39	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	892	799	1043	884	801	1034	1579	-	-	1567	-	-
Stage 1	978	864	-	963	853	-	-	-	-	-	-	-
Stage 2	957	850	-	965	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	880	794	1043	862	796	1034	1579	-	-	1567	-	-
Mov Cap-2 Maneuver	880	794	-	862	796	-	-	-	-	-	-	-
Stage 1	974	862	-	959	850	-	-	-	-	-	-	-
Stage 2	944	847	-	942	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.3	1	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	950	858	1567	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.025	0.002	-	-
HCM Control Delay (s)	7.3	0	-	8.9	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	1	19	42	14
Future Vol, veh/h	7	2	1	19	42	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	1	24	53	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	88	62	71	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	913	1003	1529	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1003	1529	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1529	-	931	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	11	22	10	14	39
Future Vol, veh/h	10	11	22	10	14	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	14	28	13	18	49

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	120	35	0	0	41	0
Stage 1	35	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1038	-	-	1568	-
Stage 1	987	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	1038	-	-	1568	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1568
HCM Lane V/C Ratio	-	-	0.028	0.011
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	30	2	0	35	15	3	4	1	27	5	15
Future Vol, veh/h	11	30	2	0	35	15	3	4	1	27	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	38	3	0	44	19	4	5	1	34	6	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	41	0	0	134	131	40	125	123	54
Stage 1	-	-	-	-	-	-	68	68	-	54	54	-
Stage 2	-	-	-	-	-	-	66	63	-	71	69	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1568	-	-	838	760	1031	849	767	1013
Stage 1	-	-	-	-	-	-	942	838	-	958	850	-
Stage 2	-	-	-	-	-	-	945	842	-	939	837	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1540	-	-	1568	-	-	812	753	1031	838	760	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	812	753	-	838	760	-
Stage 1	-	-	-	-	-	-	934	830	-	949	850	-
Stage 2	-	-	-	-	-	-	921	842	-	924	829	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	9.5	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	802	1540	-	-	1568	-	-	877
HCM Lane V/C Ratio	0.012	0.009	-	-	-	-	-	0.067
HCM Control Delay (s)	9.5	7.4	0	-	0	-	-	9.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

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	3	36	17	2	34	9	2	1	1	9	1	12
Future Vol, veh/h	3	36	17	2	34	9	2	1	1	9	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	45	21	3	43	11	3	1	1	11	1	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	66	0	0	127	124	56	120	129	49
Stage 1	-	-	-	-	-	-	64	64	-	55	55	-
Stage 2	-	-	-	-	-	-	63	60	-	65	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1551	-	-	1536	-	-	846	766	1011	855	762	1020
Stage 1	-	-	-	-	-	-	947	842	-	957	849	-
Stage 2	-	-	-	-	-	-	948	845	-	946	833	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1551	-	-	1536	-	-	829	762	1011	850	758	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	829	762	-	850	758	-
Stage 1	-	-	-	-	-	-	944	839	-	954	847	-
Stage 2	-	-	-	-	-	-	931	843	-	941	831	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.4		0.3		9.3		9	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	849	1551	-	-	1536	-	-	929
HCM Lane V/C Ratio	0.006	0.002	-	-	0.002	-	-	0.03
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Appendix E

Collision Report

Wallace Elementary School Replacement Project - TIS
 2013 - 2017, Collision history in the vicinity

PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJURIES	# FATALITIES	# VEHICLES	# PEDESTRIANS	# BIKES
ELM ST	200	S 3RD ST					E490744	12/05/2015	16:16	Possible Injury	1	0	2	0	0
ELM ST	500		116	F	W	S 6TH AVE	E605049	11/05/2016	16:07	No Apparent Injury	0	0	2	0	0
ELM ST		S 3RD AVE					E233925	03/20/2013	15:55	Possible Injury	4	0	2	0	0
ELM ST	200	S 3RD AVE					E329285	05/20/2014	20:27	No Apparent Injury	0	0	2	0	0
LAUREL ST	500	S 7TH AVE					E424207	05/12/2015	17:30	No Apparent Injury	0	0	2	0	0
MILL ST	300	S 4TH AVE					E239467	04/22/2013	18:44	No Apparent Injury	0	0	2	0	0
MILL ST	200	S 4TH AVE					3463289	12/06/2014	20:18	Suspected Minor Injury	1	0	2	0	0
MILL ST	200	S 4TH AVE					E373806	11/10/2014	15:07	No Apparent Injury	0	0	2	0	0
MILL ST	300	S 4TH AVE					E289159	11/29/2013	08:01	No Apparent Injury	0	0	2	0	0
MILL ST	0	S 5TH AVE					E704633	08/24/2017	18:55	No Apparent Injury	0	0	3	0	0
MILL ST	500	S 6TH AVE					E248779	06/06/2013	09:47	No Apparent Injury	0	0	2	0	0
MILL ST	700	S 8TH AVE					E346762	08/05/2014	11:42	No Apparent Injury	0	0	2	0	0
MILL ST	0	S PACIFIC AVE					E750406	12/21/2017	12:56	No Apparent Injury	0	0	2	0	0
MILL ST	100	S PACIFIC AVE					E517808	02/19/2016	17:09	No Apparent Injury	0	0	2	0	0
S 3RD ST	100		152	F	S	ELM ST	E740439	11/20/2017	23:36	No Apparent Injury	0	0	2	0	0
S 4TH AVE	1300		200	F	S	LAUREL ST	E627864	01/03/2017	20:06	No Apparent Injury	0	0	4	0	0
S 4TH AVE	900	MILL ST					E461482	09/15/2015	07:54	Possible Injury	1	0	2	0	0
S 4TH AVE	900	MILL ST					E405790	03/06/2015	12:36	No Apparent Injury	0	0	2	0	0
S 5TH AVE	1200		150	F	S	ELM ST	E677909	06/05/2017	09:27	No Apparent Injury	0	0	2	0	0
S 5TH AVE	1200	ELM ST					3463290	12/11/2014	17:56	No Apparent Injury	0	0	2	0	0
S 6TH AVE	1100		125	F	N	ELM ST	3463421	06/08/2017	19:10	No Apparent Injury	0	0	2	0	0
S 6TH AVE	1200		300	F	N	LAUREL ST	E427904	05/27/2015	13:47	Suspected Minor Injury	1	0	2	0	0
S 6TH AVE	1200		40	F	N	LAUREL ST	E324107	04/28/2014	14:11	No Apparent Injury	0	0	2	0	0
S 6TH AVE	0	ELM ST					E689522	07/09/2017	18:48	Possible Injury	2	0	3	0	0
S 6TH AVE	0	ELM ST					E660864	04/11/2017	08:20	No Apparent Injury	0	0	2	0	0
YEW ST	0	S 6TH AVE					E686419	06/29/2017	13:34	No Apparent Injury	0	0	2	0	0

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VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Va	At Intersection and Related	Raining	Wet	Dusk
Passenger Car	Passenger Car	At Driveway	Clear or Partly Cloudy	Wet	Daylight
Passenger Car	Pickup,Panel Truck or Va	At Intersection and Related	Overcast	Dry	Daylight
Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Overcast	Dry	Dusk
Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Va	At Intersection and Related	Overcast	Dry	Dark-Street Light
Passenger Car	Pickup,Panel Truck or Va	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Va	At Intersection and Related	Overcast	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Pickup,Panel Truck or Va	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Raining	Wet	Daylight
Not Stated	Passenger Car	Not at Intersection and Not Re	Overcast	Wet	Dark-Street Light
Passenger Car	Passenger Car	Not at Intersection and Not Re	Clear or Partly Cloudy	Dry	Dark-Street Light
Passenger Car	Pickup,Panel Truck or Va	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Passenger Car	Not at Intersection and Not Re	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Raining	Wet	Dark-Street Light
Passenger Car	Passenger Car	Not at Intersection and Not Re	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Passenger Car	Not at Intersection and Not Re	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Pickup,Panel Truck or Va	At Driveway	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette	Pickup,Panel Truck or Va	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight

Wallace Elementary School Replacement Project - TIS
 2013 - 2017, Collision history in the vicinity

FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Entering at angle	Going Straight Ahead	Making Left Turn	West	East
Entering at angle	Backing	Going Straight Ahead	North	Vehicle Backing
Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North
Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South
Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West
Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
Entering at angle	Going Straight Ahead	Making Left Turn	East	West
Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South
Entering at angle	Starting in Traffic Lane	Going Straight Ahead	South	North
Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North
Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
Entering at angle	Making Left Turn	Going Straight Ahead	East	South
One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied		
One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	South	North
Entering at angle	Starting From Parked Position	Going Straight Ahead	Vehicle Stopped	West
Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South
From opposite direction - one stopped - head-on	Going Straight Ahead	Stopped in Roadway	North	South
Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East
One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	South	North
One parked--one moving	Going Straight Ahead	Illegally Parked, Unoccupied	South	North
One parked--one moving	Backing	Legally Parked, Unoccupied	Vehicle Backing	Vehicle Backing
Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West
Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West
Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South

Wallace Elementary School Replacement Project - TIS
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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)
South	West	Exceeding Stated Speed Limit		
East	West	Inattention	Improper Backing	Did Not Grant RW to Vehicle
East	West	Disregard Stop Sign - Flashing Red		
West	East	Disregard Stop Sign - Flashing Red		
North	South	Disregard Stop Sign - Flashing Red	Driver Interacting with Passengers, Anim	
North	South	Disregard Stop Sign - Flashing Red	Driver Distractions Outside Vehicle	
North	South			
North	South	Did Not Grant RW to Vehicle	Driver Not Distracted	
North	East	Inattention	Did Not Grant RW to Vehicle	
East	West	Disregard Stop Sign - Flashing Red	Did Not Grant RW to Vehicle	
West	East	Did Not Grant RW to Vehicle	Driver Distractions Outside Vehicle	
East	West	Disregard Stop Sign - Flashing Red	Did Not Grant RW to Vehicle	Unknown Driver Distraction
North	South	Disregard Stop Sign - Flashing Red	Inattention	Did Not Grant RW to Vehicle
South	North	Did Not Grant RW to Vehicle		
		Other		
		Under Influence of Alcohol	Driver Operating Handheld Telecommunicat	
South	North	Did Not Grant RW to Vehicle		
East	West	None		
South	North	Inattention	Did Not Grant RW to Vehicle	
South	North	Other		
Vehicle Backin	Vehicle Stoppe	Inattention	Other Driver Distractions Inside Vehicle	
		Unknown Driver Distraction		
		Other		
South	North	Disregard Stop Sign - Flashing Red	Inattention	
South	North	Disregard Stop Sign - Flashing Red	Inattention	
West	East	Disregard Stop Sign - Flashing Red	Inattention	