

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Jeananne Edwards • Connor Godsil • Corey Grandstaff • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

May 2, 2023

CALL TO ORDER AND ROLL CALL

The May 2, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:00 p.m. by Chair Ramos.

Present: Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil, Corey Grandstaff, Leah Jackson, Mike Paine, Derya Ruggles, and Ken Williams

Absent: Mario Raia

ACTION ITEMS

ADOPTION OF MINUTES

Motion by Commissioner Williams, seconded by Vice Chair Edwards, and carried unanimously to approve the April minutes.

Motion by Commissioner Jackson, seconded by Commissioner Grandstaff, and carried unanimously to excuse the absence of Commissioner Raia.

WORKSHOP

Columbia Street Complete Streets Project Update

Emily Benoit, Senior Transportation Planner, CDD; Ryan Lopossa, Transportation Division Manager, Public Works

Emily Benoit presented the evaluation process for complete streets projects, the project corridor elements that were added during the project, the type of data collected during the evaluation process, and a summary of survey responses gathered during month one of a 12-month evaluation process.

The bullets below summarize the Commissions questions and staff responses:

- Incomplete crosswalks and the impacts to data collection during the evaluation process. Staff responded the weather delayed completion of those elements. Staff will continue to collect data on the other project elements that are completed and the full project evaluation through the year as well as in the future.
- Process to determine where ziclas can and cannot be installed. Staff indicated that on the block between 16th and 17th there are two driveways about 30 feet apart and the ziclas are placed 8 to 12 feet apart. Based on that, it was determined adding ziclas did not meet the intent of adding vertical separation from vehicles and the mobility lane.
- Adjusting the stoplight at Columbia and 39th to be intermittent during off-peak hours.

WORKSHOP

McGillivray Blvd Safety & Mobility Project

Emily Benoit, Senior Transportation Planner, CDD; Kara Hall, Fehr & Peers

Emily Benoit presented the revised project goals based on feedback from the April workshop. The first goal is to lower vehicle speeds, the second goal is to improve safety and comfort, and the third goal is to improve intersections and crossings.

The bullets below summarize the Commissions questions and staff responses:

- For goal 1, how to determine if the goal is reached. Staff responded lower travel speeds and traffic volumes are the metric they are considering using to measure the reduction in cut-through traffic. The evaluation criteria for each goal will include more specific metrics that include specific targets.
- Awareness and adherence to the posted speed limit.
- Outreach to the community who may wish to use the corridor but currently avoid it due to safety concerns. Staff confirmed they've heard from the community about this and are addressing it the outreach process for the project.

Staff continued the presentation with the community engagement plan, identification of stakeholders, engagement goals and tools for phases 2 and 3 of the project, and next steps.

The bullets below summarize the Commissions questions and staff responses:

- Suggestion to work with local bike advocacy groups and businesses with commute reduction programs as part of the engagement process. Staff responded they plan to work with Vancouver Cycle and Bike Clark County as well as communicate through their list serves. Staff will explore working with the Commute Trip Reduction programs in the area as well.
- Suggestions to work with Neighborhood Associations near the area in addition to those already identified.

WORKSHOP

Transportation System Plan (TSP) Update

Kate Drennan, Principal Transportation Planner, CDD; Stephanie Wright, Nelson/Nygaard

Kate Drennan reviewed the TSP schedule, the chartering process, and alignment with the City's Strategic Plan goals. Stephanie Wright presented the basics of performance measures, the broad TSP goals, and an overview of types of data used for citywide and corridor performance measures. The presentation covered the measures, metrics, and target direction for each of the first three TSP goals of safety, equity, and climate.

The bullets below summarize the Commissions questions and staff responses:

- Is the goal 3 measure to plant new trees specific to those planted in the right of way? Staff responded this metric is not specific to trees planted in the right of way and indicated they would think through how to clarify this in alignment with similar work happening in Parks and Urban Forestry.
- Protecting older and existing trees as part of goal 3. Staff responded this is not within the scope of the TSP, but it is managed and tracked in the Urban Forestry Management Plan, which is currently being updated.

- Adding a measure related to increasing the number of EV chargers. Staff responded there are policies related to EV chargers and charging infrastructure. The City likely will not be installing the charging stations, it's typically installed by a private entity, similar to a gas station. There are requirements for new developments in the City to include infrastructure for EV charging.
- As part of goal 3, measuring shared rides. Staff responded there are policies around transportation demand management. We likely don't have the data needed to be able to track shared rides and carpooling, though there is census data related to commuting and carpooling that the team will track.
- Including measurable metrics for these six goals. Staff responded a percent change could be included as part of these metrics, but there are challenges to tying goals to numbers as well. For example, a goal to complete a certain number of projects per year would disincentivize completing fewer more complex projects in a year. The team will put additional thought into this and follow up.

The presentation continued with the measures, metrics, and target direction for each of the last three TSP goals of transportation choice, regional connectivity, and maintaining our assets.

The bullets below summarize the Commissions questions and staff responses:

- Including a metric related to decreasing the level of stress for users on sidewalks and in crosswalks. Staff responded there is a policy related to the target density for crosswalks. Pedestrian level of stress measures speed and volume of vehicles and separation, but there is not currently the capacity to measure existing conditions for the entire sidewalk network. Complete Streets projects measure changes in the level of stress on a given corridor, and the project team will explore adding a metric related to the level of stress specific to these complete street corridor projects.
- Policy for sidewalk maintenance. Staff responded there are maintenance standards for private property, planter strips and sidewalks. The sidewalk program can issue correction notices to homeowners if there is unacceptable vegetation or other issues with the sidewalk. There's not a way to measure the existing network of sidewalk issues and there are equity concerns related to corrective actions as sidewalk maintenance can be very expensive.
- Metric for adding sidewalks where they don't currently exist. Staff responded there is an inventory of deficiencies in the existing sidewalk network. There could be a measurement of the sidewalk improvements completed each year.
- Measurement for sidewalk conditions similar to the Pavement Condition Index. Staff responded that they don't believe there is a measurement of sidewalk conditions but will explore further.
- Measuring and tracking crosswalks and sidewalks added at bus stops.
- Minimum amount of space on the sidewalk for pedestrians waiting at a street crossing. Staff responded sidewalks need to meet the Americans with Disabilities Act standards and can provide those specific measures later. Existing bulb outs may have been removed or narrowed to allow for small mobility access on the corridor.
- Including measurements for small mobility and biking with the transportation options goal. Staff responded the current data set does not track other types of small mobility other than biking, walking, and rolling. Hopefully other data will become available later, and we can note that biking is a form of small mobility, and as other data becomes available, we can begin to track that as well.
- Including measurements related to transit such as dedicated bus lanes and signal prioritization.

- Safety on corridors with on and off ramps.
- Opportunity to collaborate with the Climate Action Framework to track progress reducing heat islands in neighborhoods.

Commissioner Godsil departed the meeting.

COMMUNITY FORUM

Lisa Nelski was present to advocate for a new bike lane on NE 9th Street between NE 136th Avenue and NE 112th Avenue. There is currently not a bike lane in this segment of the street but there is interest from the neighborhood association members in having one. The street is wide, and most houses have off street parking available. She spoke with the owner of the cemetery, who is also supportive of removal of parking to add a bike lane.

Dan Packard was present to discuss pedestrian lead times at traffic signals. He appreciated where this has been implemented already and was supportive of phasing this into all traffic signals for the safety of pedestrians. He also spoke about traffic signals not detecting bicycles at intersections. On SE 1st Avenue, he inquired about a City policy for driveway and sidewalk connections. There are a few driveways that are lower than the sidewalk and was supportive of having the driveway at the same or raised level to indicate to drivers there may be pedestrians crossing.

Zach Gatton was present to discuss standardizing bike infrastructure in the City and increasing protected mobility lanes throughout the City to increase safety.

Jason Cromer was present to discuss the benefits of pedestrianizing Main Street in Vancouver as well as considering having limited times when the Street is car free. He also shared his experiences with the mobility infrastructure in Seattle and supported increasing protected and consistent mobility lanes in Vancouver.

PUBLIC HEARING

2024 – 2029 Transportation Improvement Program (TIP)

Chris Malone, Finance and Asset Manager, Public Works

Chris Malone presented the updates included in the TIP document this year and the schedule for approval of the TIP by City Council.

The bullets below summarize the Commission's questions during the presentation, and staff responses:

- Developer contributions as part of funding in this year's TIP. Staff responded the developer contribution varies year to year and depends on the amount of construction planned for the year.
- Defining "preserving our community's neighborhoods". Staff responded it's part of the introductory letter to the TIP and is intended to be a broad statement. Staff will explore revising this statement to be clearer that this statement is focused on neighborhood livability that includes safe mobility options.

Public Testimony

No members of the public were present to provide public testimony.

Motion by Commissioner Williams, seconded by Commissioner Grandstaff to approve the 2024 – 2029 Transportation Improvement Program.

Roll Call Vote

Commissioner Jackson	Yes
Commissioner Paine	Yes
Commissioner Ruggles	Yes
Commissioner Grandstaff	Yes
Commissioner Williams	Yes
Vice Chair Edwards	Yes
Chair Ramos	Yes

The motion carried unanimously 7-0.

STAFF COMMUNICATIONS

Taylor Eidt from C-TRAN was present to discuss proposed Fall 2023 Service Changes. This includes a set of service changes intended to optimize connections to the Vine on Mill Plain, changes in service to Mill Plain Transit Center, two new bus routes, and improved regional connections. These changes go before the C-TRAN Board of Directors in May for further review and adoption is anticipated in June.

The bullets below summarize the Commission’s questions during the presentation, and staff responses:

- Mobility and connections to Washington State University Vancouver (WSU). Staff responded the C-TRAN Board of Directors recently adopted the locally preferred alternative for the Highway 99 Bus Rapid Transit project alignment, which will be a new Vine route connecting the Waterfront to the WSU Vancouver campus. Service is planned to start in 2026.
- On the Vine on Mill Plain route, the removal of the westbound stop at Chkalov Dr. Staff responded there were traffic flow and congestion issues with the westbound stop and that they will look for opportunities to infill this station in the future. The City and C-TRAN made efforts in the planning stage to have a westbound stop at this location, but it would have removed a turn lane and businesses in the area opposed that change.
- Ways to increase pedestrian safety on the Vine on Mill Plain near I-205.

Staff provided an update on the annual retreat, which is now planned for September 2023.

COMMISSION COMMUNICATION

Commissioner Jackson discussed the opportunities for education and outreach related to the Columbia Street project and suggested that additional driver education programs be implemented to teach new drivers how to interact with the mobility infrastructure and the people who use it.

Commissioner Williams asked about the passage of Senate Bill 5452 related to multi-modal and pedestrian projects to be eligible for certain types of funding. Staff responded the new law expands the definition of “public facilities” to include bicycle and pedestrian facilities that are designed to support multimodal commuting. This definition pertains to projects included in the City’s Capital Facilities Plan that can be funded through collected transportation impact fees related to development activities. Similar rules remain about the ‘nexus’ of the projects and the development in question, in that impact fees may only be imposed for system improvements reasonably related to the new development, and must be used for system improvements that will reasonably benefit the new development.

Vice Chair Edwards noted on NE 28th Street and NE 138th Street, the left turn lane signals do not detect bikes.

Chair Ramos discussed the option for a four way stop at the intersections of 33rd and 39th and Columbia Street during off-peak hours. He also requested staff to invite IBRP staff to attend the August meeting during the Hwy 99 and Upper Main Street workshop.

ADJOURNMENT 7:48 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | Relay: 711 |
Julie.Nischik@cityofvancouver.us

The background image shows a residential street intersection. On the left, a white house with a grey roof and a dark pickup truck are visible. On the right, a blue house with a white garage door and a black car are visible. A red octagonal stop sign with 'ALL WAY' text is on the right. Above it, green street signs for 'St. Tailon Ave' and 'St. 132 Ave' are visible. The sky is blue with some clouds, and there are trees in the background.

McGillivray Boulevard Safety & Mobility Project

Transportation and Mobility Commission
June 6, 2023



Emily Benoit, Senior Transportation Planner, CDD
Kara Hall, Consultant Project Manager, Fehr & Peers

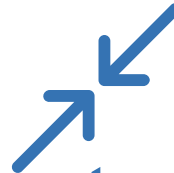
Agenda



**Purpose &
Objectives**



**Phase 1
Takeaways**



**Opportunities
& Constraints**



**Phase 2 Next
Steps**

Purpose & Outcome



Purpose

- Present key takeaways from Phase 1.
- Share opportunities and constraints identified from technical analysis.
- Discuss next steps for Phase 2.

Target Outcome

- Identify additional information needed to support upcoming design options workshop.

Phase 1: Goals & Outcomes

Goal:

- Analyze how McGillivray Boulevard operates for all who use it.
- Engage with community members to understand how they use McGillivray Boulevard today.

Outcomes:

- Phase 1 Community Engagement Summary & Phases 2 and 3 Engagement Plan
- Project Goals & Evaluation Framework
- **Existing Conditions Report**

What was evaluated?

Topic Area	Metrics Evaluated
Pedestrians	• Identification of sidewalk gaps along the corridor • Identification of sidewalk width to evaluate accessibility • Evaluation of existing sidewalk quality • Identifying the number of marked crossings in each segment and where gaps exist
Bicycles	• An inventory of existing bicycle facilities • An evaluation of Bicycle Level of Traffic Stress (LTS)
Transit	• Transit routes and stops along the corridor • Frequency of service • The number of people getting on and off the bus on an average weekday

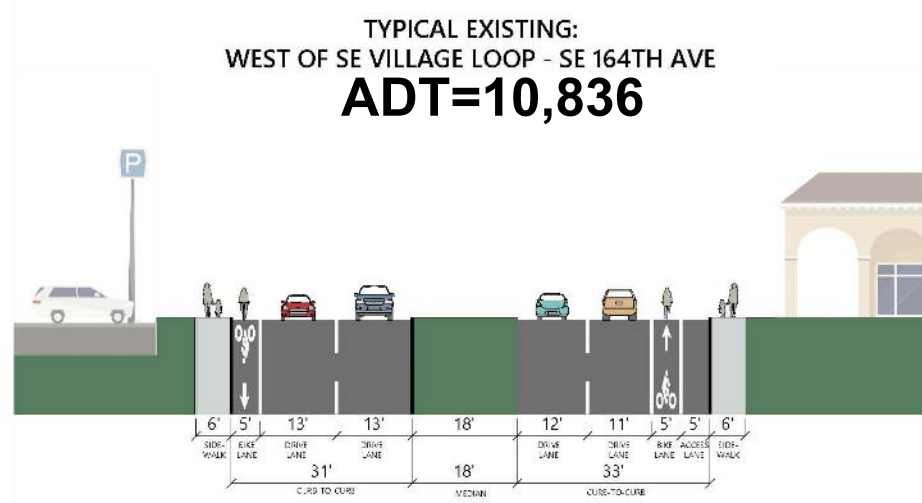
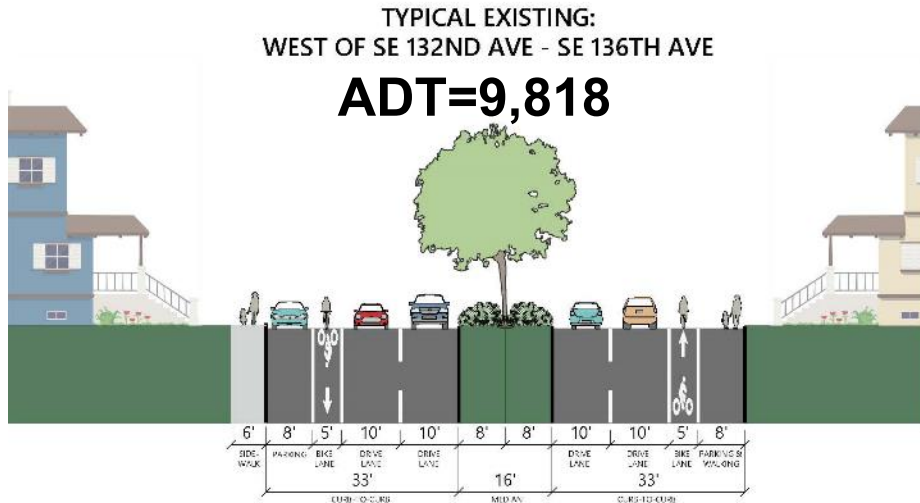
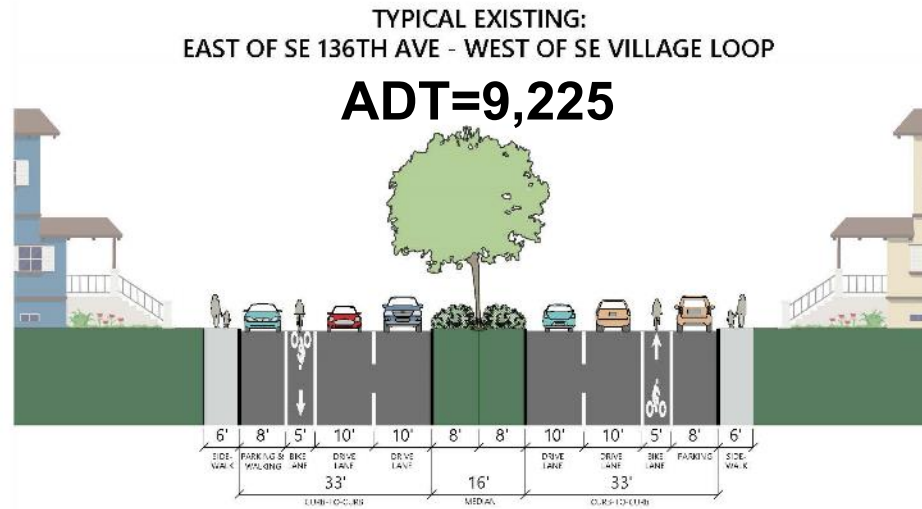
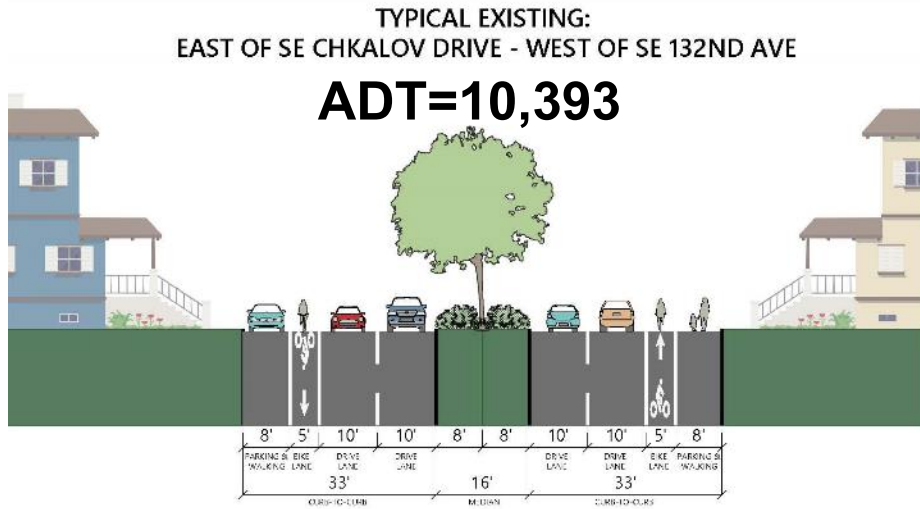
What was evaluated?

Topic Area	Metrics Evaluated
Vehicles	• Existing roadway configuration • Average Daily Traffic Volume (ADT) and peak hour turning movements at study intersection • Intersection Level of Service (LOS) • Queueing at signalized intersections and key stop-controlled intersections • Travel time • Signal warrants at stop-controlled intersections
Safety	• Collision rate at study intersections • Collision hot spots • Trends in collision types and contributing factors

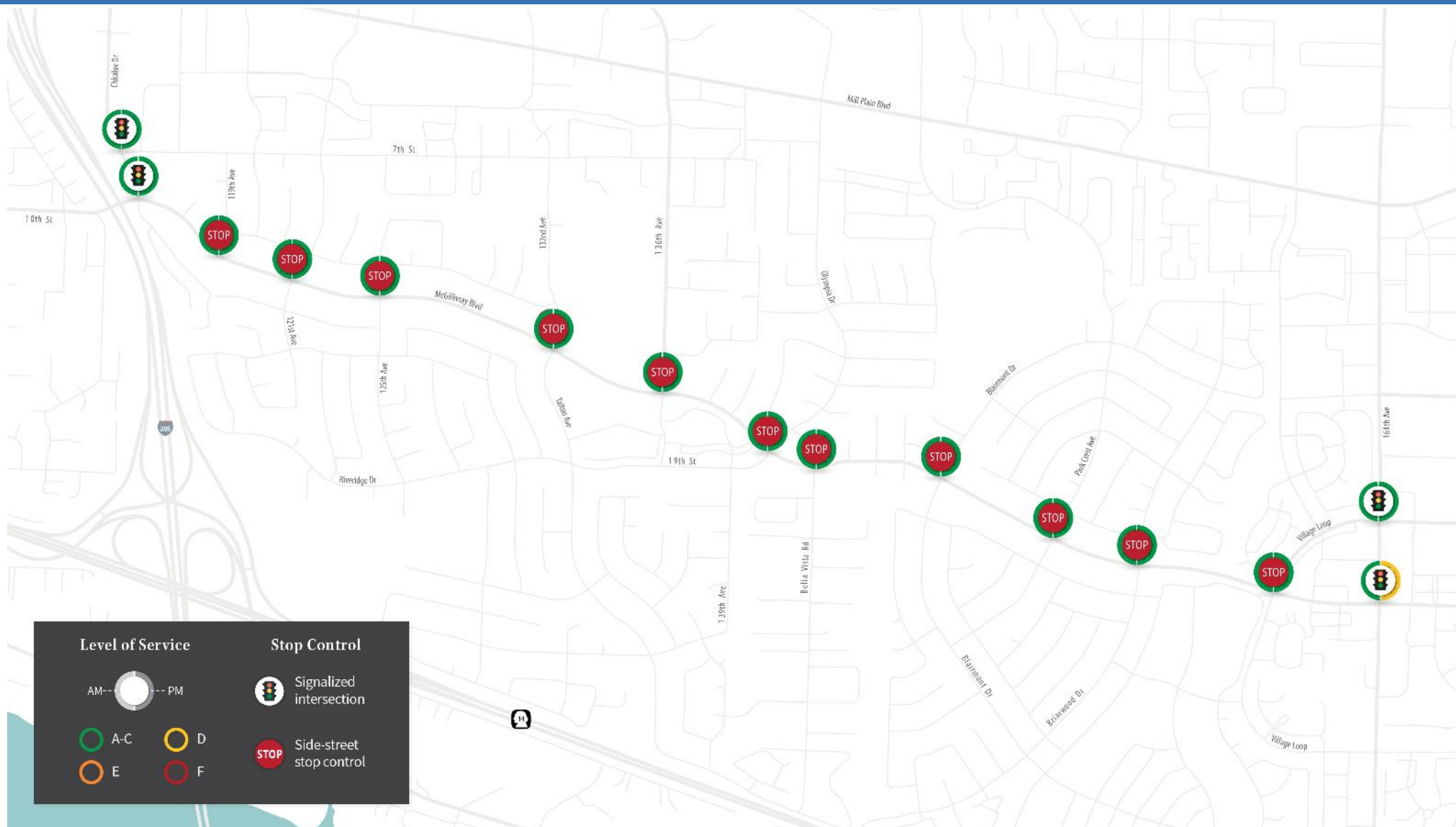
What was evaluated?

Topic Area	Metrics Evaluated
Illumination	• Evaluation of light levels along the corridor • Identifying spots where lighting improvements are needed
Parking	• Where parking is allowed along the corridor • How much on-street parking is provided on McGillivray Boulevard • Existing parking occupancy along the corridor

McGillivray Boulevard Today



Vehicles: Level of Service (LOS)

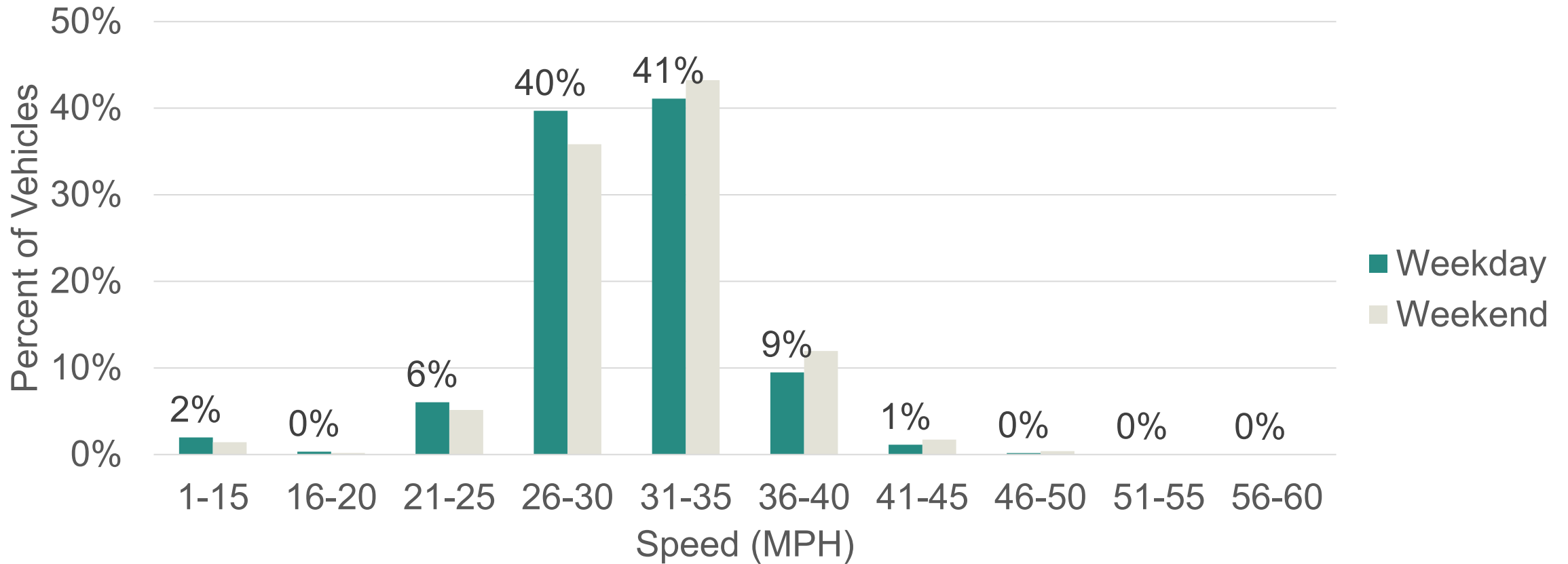


Vehicles: Queues

Intersection	Movements Where Vehicle Queue Exceeds Turn Pocket Storage
SE McGillivray Boulevard & SE Chkalov Drive	• AM Peak Hour: Eastbound Left-Turn • PM Peak Hour: Eastbound Left & Through, Southbound Left, Westbound Right
SE McGillivray Boulevard & SE 136 th Avenue	• AM Peak Hour: None • PM Peak Hour: None
SE McGillivray Boulevard & SE 164 th Avenue	• AM Peak Hour: None • PM Peak Hour: Eastbound, Northbound, and Southbound Left-Turns

Vehicles: Speed

Vehicle Speed on McGillivray Boulevard



Posted Speed is 25 MPH

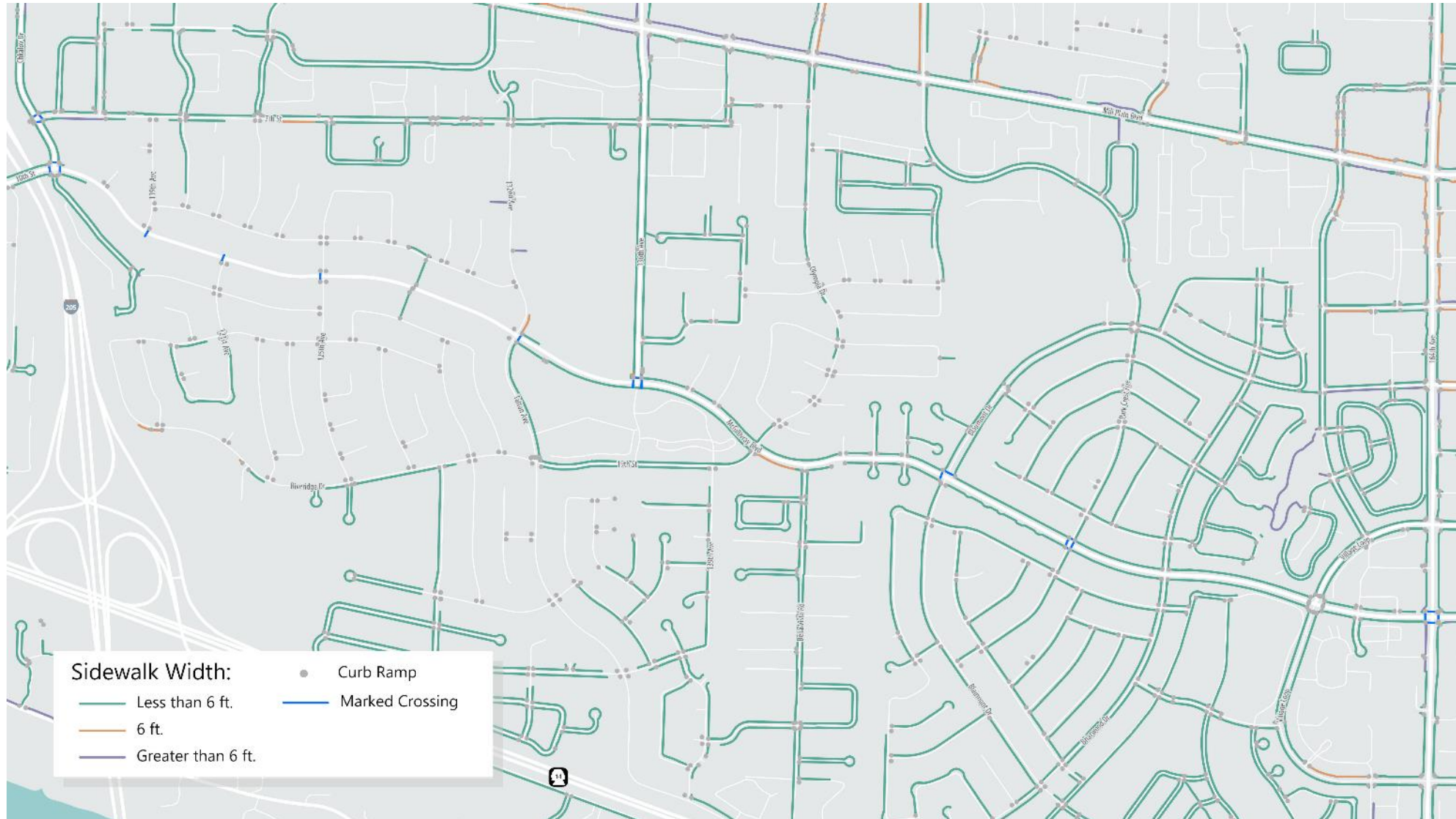
Vehicles: Signal Warrants

- Evaluated three warrants at all stop-controlled intersections
 - Peak Hour
 - 4-Hour Peak
 - 8-Hour Peak
- Only the SE McGillivray Boulevard & SE 136th Avenue Intersection met warrants (Peak Hour & 4-Hour Peak)
- A detailed engineering study is required to determine if a traffic signal is appropriate
- Installation of a traffic signal is outside the scope of the Safety & Mobility Project but will be added to future project list if signal is determined appropriate.

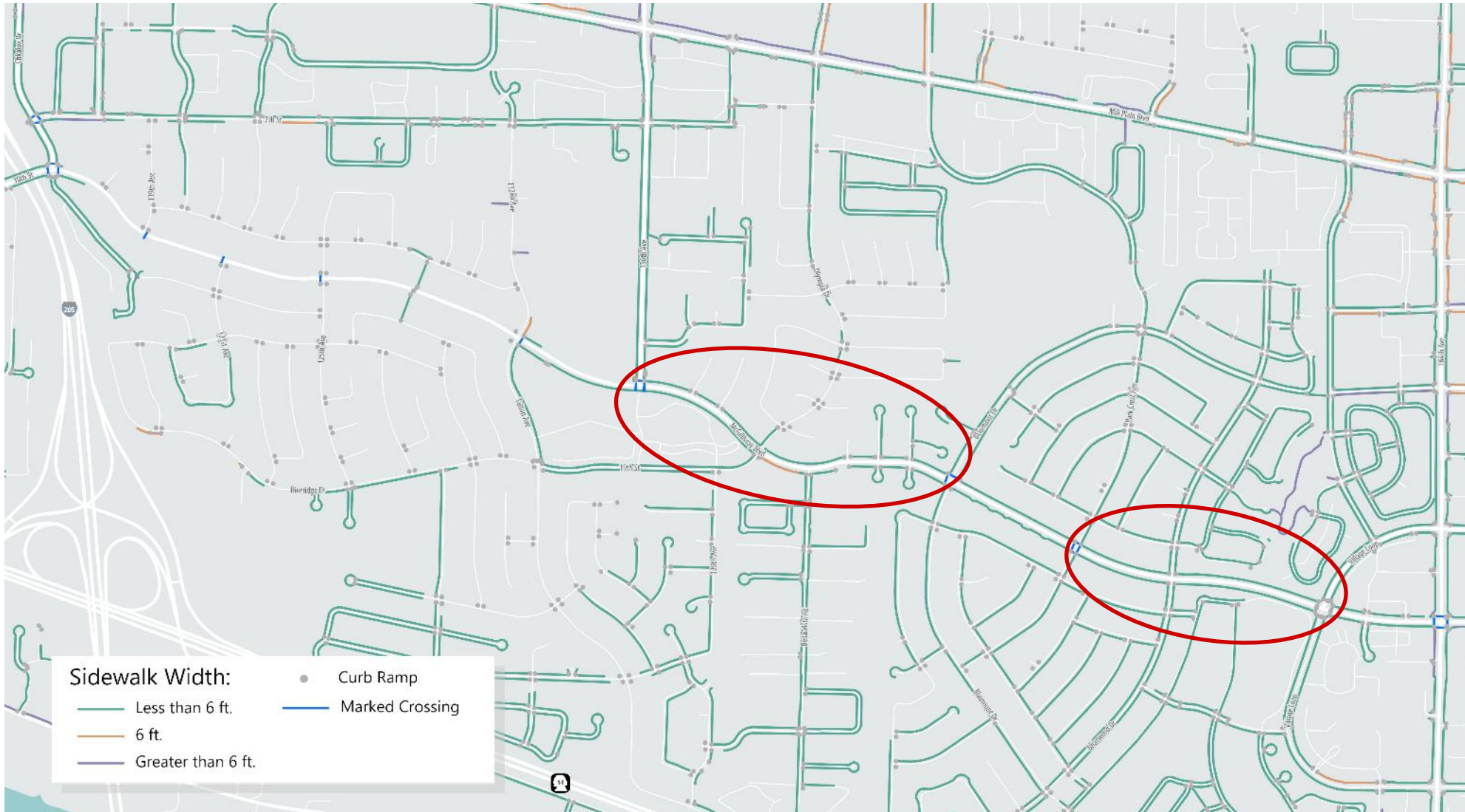
Vehicles: Key Takeaways

- Excess roadway capacity for existing and future vehicle volumes.
- 50% of vehicles travel more than 5 MPH above the posted speed limit.
- Congestion is limited to the Chkalov Drive & SE 164th Intersection.
- The SE 136th Avenue intersection met two signal warrants; to determine if a signal is appropriate a more detailed engineering assessment is needed.

Pedestrians: Sidewalks



Pedestrians: Crossings

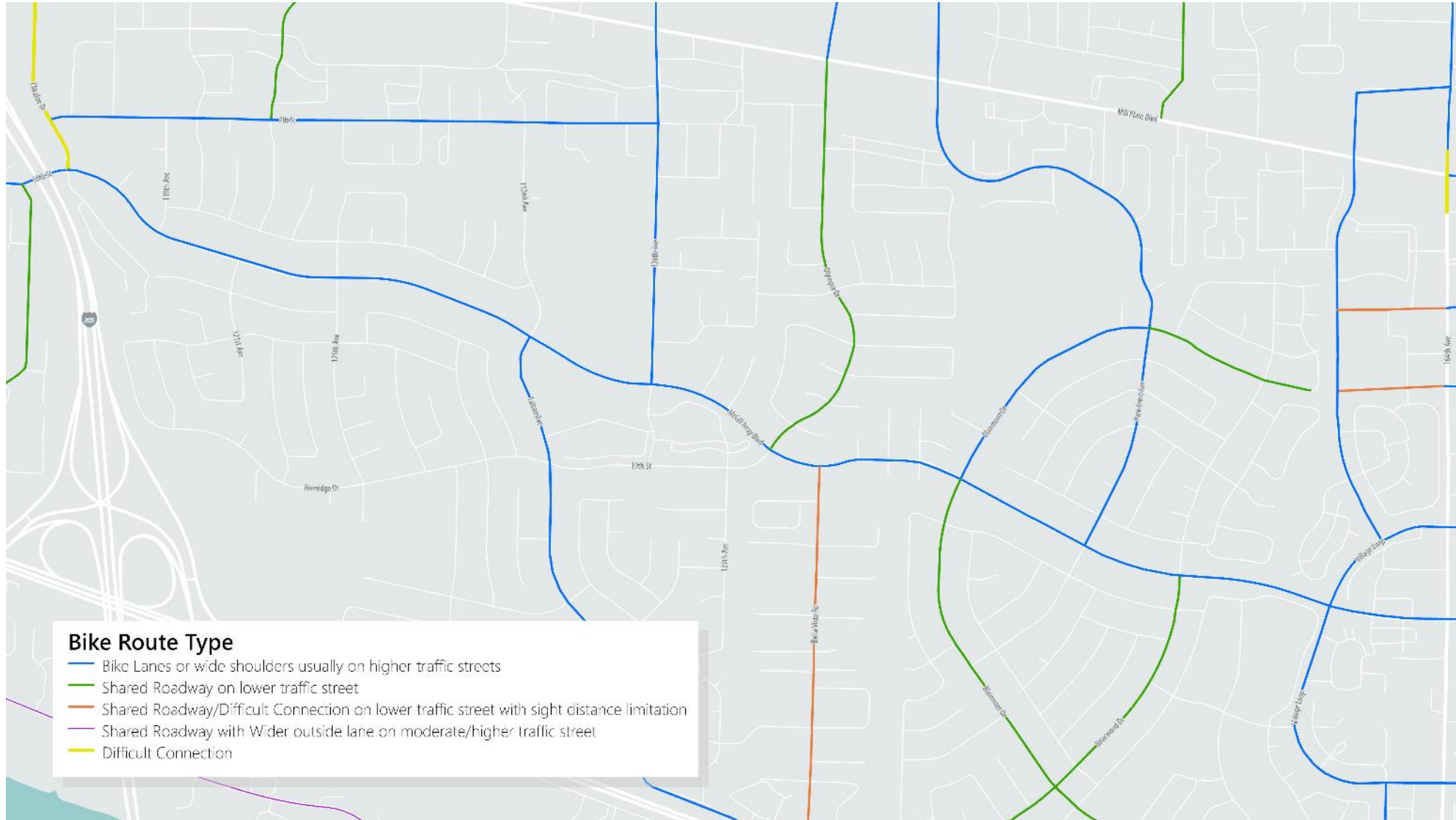


Red circles indicate areas with gaps in pedestrian crossings exist on the corridor.

Pedestrians: Key Takeaways

- West of Talton Avenue there are no sidewalks.
- Between Talton Avenue and SE 136th Avenue there are only sidewalks on the south side.
- East of SE 136th Avenue there are sidewalks on both sides.
- Between the mid-block crossing just east of SE 125th Ave and SE Blairmont Drive there are only two marked crossings (Talton & SE 136th).

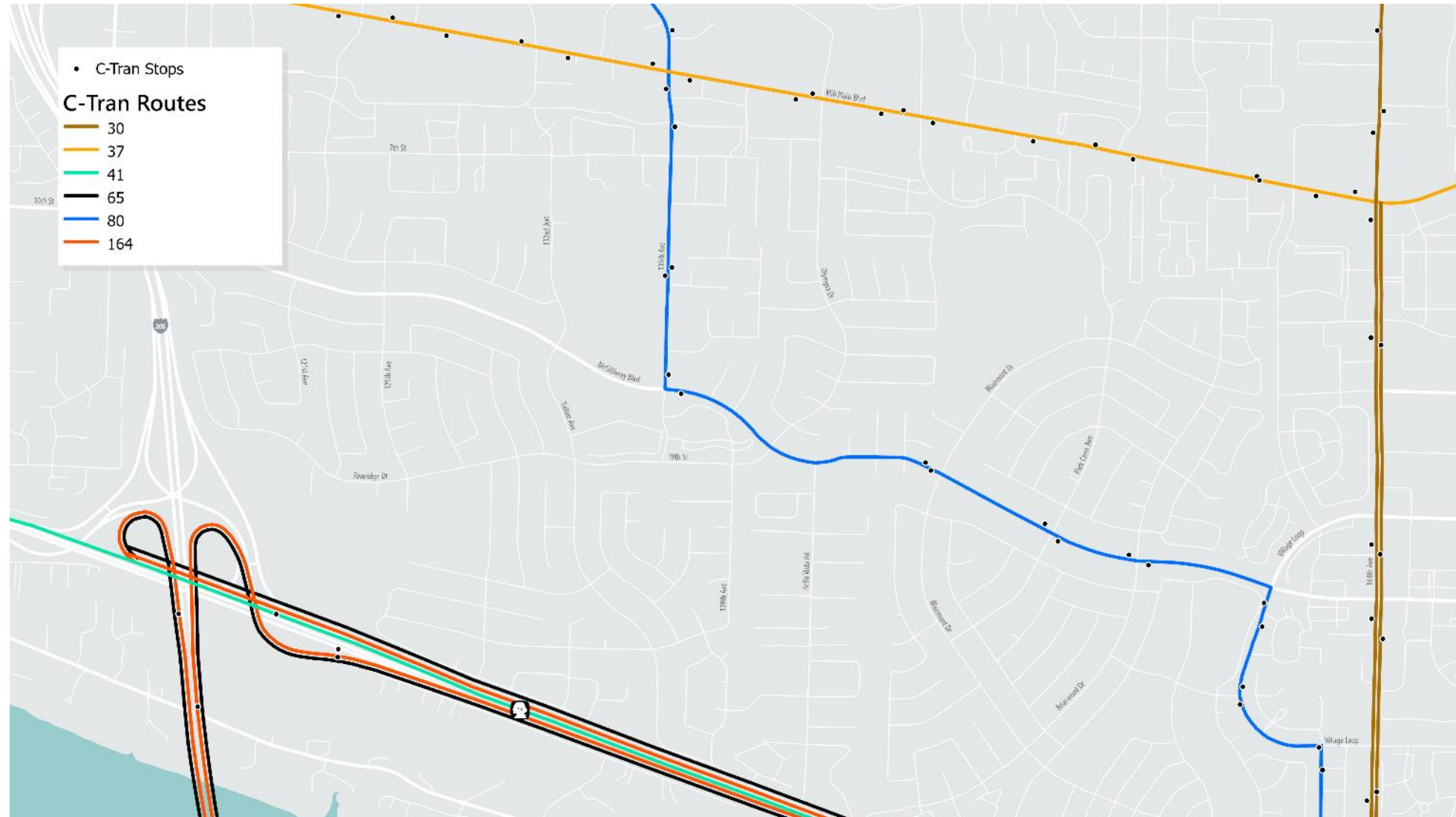
Bicycles & Small Mobility Devices



Bicycles/ Small Mobility: Key Takeaways

- Existing mobility lanes are provided between SE 164th Avenue and Chkalov Drive.
- McGillivray Boulevard has a Bicycle Level of Traffic Stress of 3 meaning only **enthused and confident** riders feel comfortable.
- The SE 164th Avenue crossing has a BLTS of 4 meaning only **strong and fearless** riders feel comfortable.
- There is no buffer separating mobility lanes from parked cars or vehicle travel lane.
- Interaction with right-turn lanes are challenging.

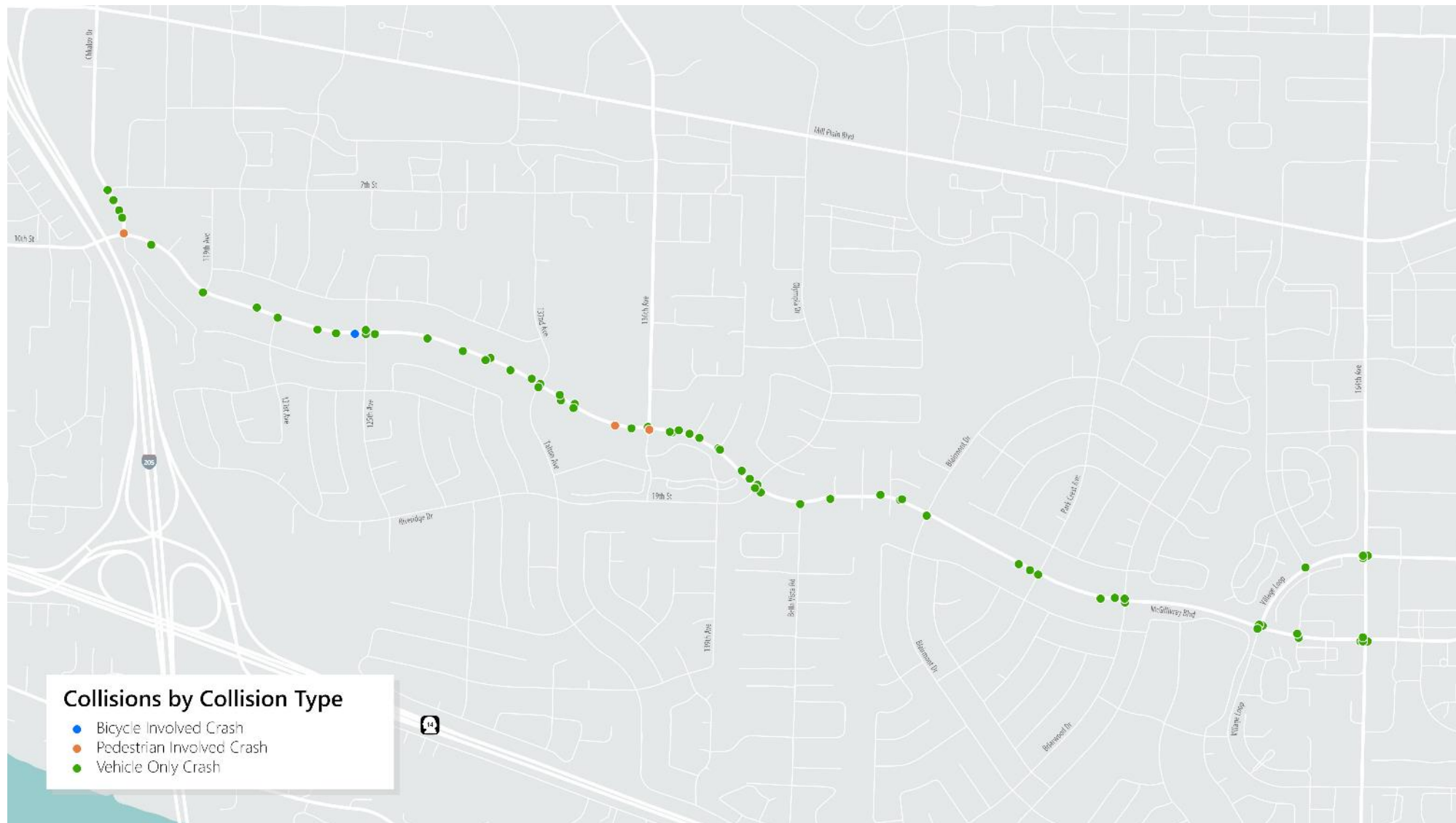
Transit Routes and Stops



Transit: Key Takeaways

- Served by C-Tran Route 80 with 30-minute headways on weekdays and weekends.
- The westbound stop at Blairmont Drive has the highest usage (11 boardings, 2 alightings per day).
- Average dwell time at stops on the corridor is 22 seconds.

Safety: Collisions by Mode (2017-2021)



Safety: Collision Rates

Intersection	Collision Rate
SE Chkalov Drive & SE 7th Street	0.537
SE McGillivray Boulevard & SE 136th Avenue	0.518
SE McGillivray Boulevard & SE 19th Street	0.358
SE McGillivray Boulevard & Village Loop	0.584
SE 20th Street & SE 164th Avenue	0.418

Safety: Collision Types

Segment	Types of Collisions
Chkalov Drive to east of 125 th Avenue	• Hitting a fixed object • Rear end
East of 125 th Avenue to SE 145 th Court	• Hitting a fixed object • Entering at an angle
SE 145 th Court to SE 164 th Avenue	• Entering at an angle • Hitting a fixed object

Safety: Key Takeaways

- Collision rate is highest at several key intersections.
- Collisions involving someone walking or riding a bicycle have historically occurred at intersections.
- The Safety and Mobility Project will consider design options to address the most common types of collisions.

Parking: Key Takeaways

- On-street parking is allowed on McGillivray Boulevard west of Village Loop Drive.
- There is space for nearly 600 vehicles to park on McGillivray Boulevard between Village Loop Drive and Chkalov Drive.
- During parking occupancy counts, only 33 vehicles were parked on the south side and 44 vehicles were parked on the north side.
- Nearly 90% of parked vehicles were between SE Talton Avenue and SE 136th Avenue near multi-family housing.

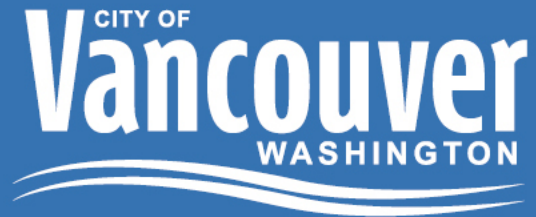
Illumination: Key Takeaways

- Existing illumination is located in the median.
- Most intersections and crossings where readings were taken had at least one location where existing illumination did not meet standards.
- Overgrown vegetation is impacting illumination on the corridor.
- Near SE 164th Avenue, illumination from retail spaces improves visibility at night.
- Improvements to illumination is outside the scope of the Safety & Mobility Project, and identified for future corridor needs via other programs.

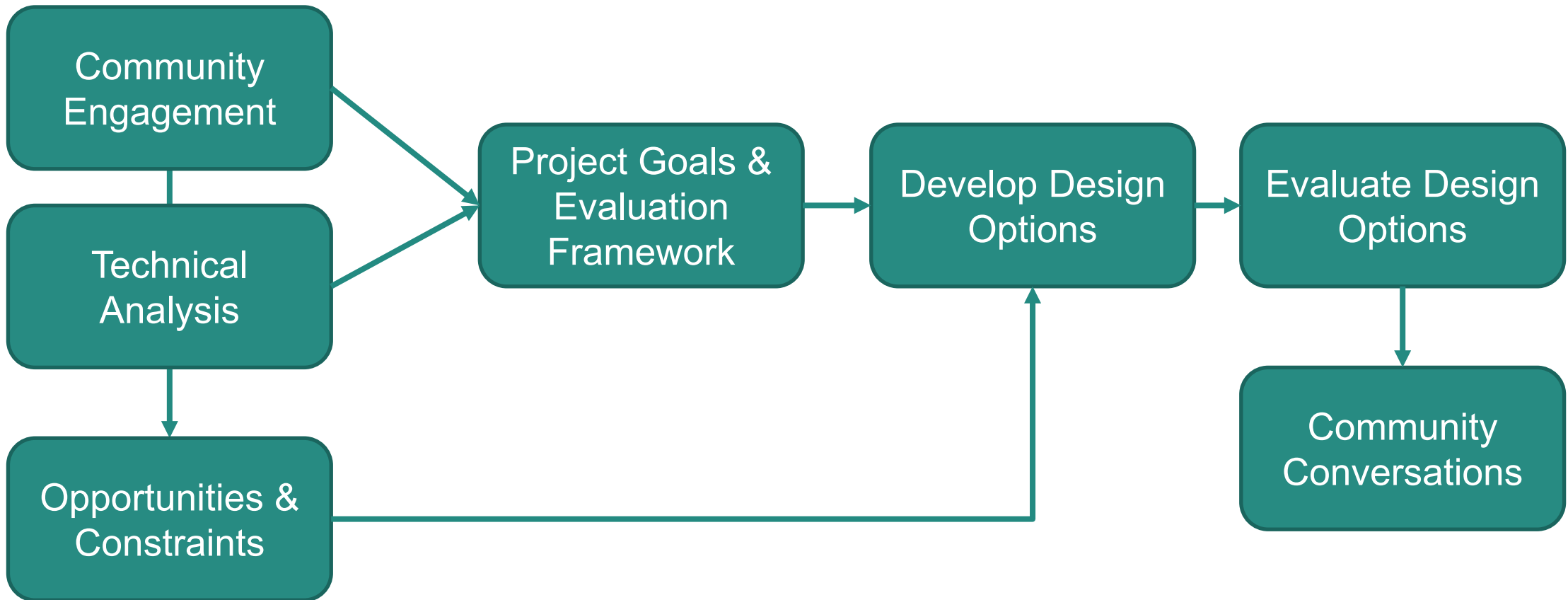
Existing Conditions: Opportunities & Constraints

Opportunities	Constraints
• Can repurpose space allocated to vehicles without substantially changing the driver experience. • The two most common types of collisions are likely to be reduced through traffic calming and improved channelization. • On-street parking utilization is highest between SE Talton and SE 136th.	• Width of roadway makes slowing down vehicles challenging. • Residential driveways create potential conflicts with people using mobility lanes. • Constructing new sidewalks is outside the scope of the Safety & Mobility Project. • Changes to intersection control (like traffic signals) and illumination are outside the scope of the Safety & Mobility Project.

Questions?



Phase 2: Develop Design Options



Goal #1: Lower Vehicle Speeds

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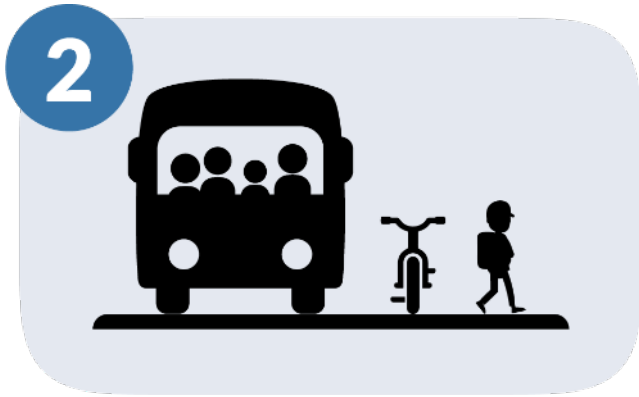


Lower vehicle travel speeds on the corridor to improve safety for all users regardless of how they travel and to reduce cut-through traffic to support the local road context.

Evaluation Criteria:

- Includes striping design configurations known to reduce vehicle speeds.
- Includes traffic calming elements known to reduce vehicle speeds and volumes.

Goal #2: Improve Safety and Comfort



Make the corridor safe and comfortable for people of all ages and abilities to walk, bike, roll, use small mobility devices, and access transit.

Evaluation Criteria:

- Provides additional space for vulnerable users within the existing roadway.
- Increases separation between mobility lane users and vehicle travel lanes.
- Lowers the level of traffic stress experienced by people who walk, bike, roll, use small mobility devices and access transit.
- Improves sightline visibility at intersections.

Goal #3: Improve Intersections & Crossings



Improve safety and comfort at intersections and crossings on the corridor.

Evaluation Criteria:

- Improves striping design at intersections to clearly delineate space for all users.
- Improves signage preceding and at intersections to communicate appropriate speeds, stops and roadway space for all users.
- Reduces crossing distances at intersections and mid-block crossings.
- Limits on-street parking removal to locations with a safety benefit or to improve sightline visibility at intersections or crossings.

Happening Now

- Developing design options that align with the project goals.
- Evaluating design options based on the project goals and upcoming community input.
- Preparing materials for community conversations to gather feedback on design options.

Next Steps

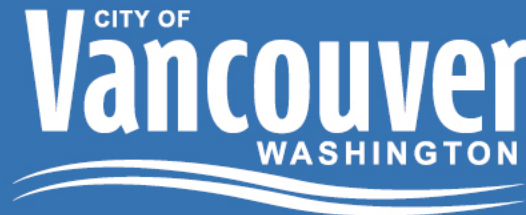
- **June – July:** Community Conversations and BeHeard Online Open House
- **August:** TMC Workshop to Discuss Design Options and Community Feedback
- **October:** Expected Selection Preferred Design

Thank You

Emily.Benoit@cityofvancouver.us

VancouverMoves@cityofvancouver.us

www.beheardvancouver.org/mcgillivray-safety



MEMORANDUM

Date: June 6, 2023

To: Chair Ramos and Transportation and Mobility Commission Members

CC: Kate Drennan, Principal Transportation Planner, Community Development;
Rebecca Kennedy, Deputy Director, Community Development; Ryan Lopossa,
Streets & Transportation Division Manager, Public Works

From: Emily Benoit, Senior Transportation Planner, Community Development

RE: **McGillivray Boulevard Safety and Mobility Project – Existing Conditions**

Background

The McGillivray Boulevard Safety and Mobility Project (Project) is evaluating potential changes to improve safety and mobility for all who travel on SE McGillivray Boulevard between SE Chkalov Drive and SE 164th Avenue, and SE Chkalov Drive between SE 7th Street and SE McGillivray Boulevard, as shown in **Figure 1**. The Project is evaluating how McGillivray Boulevard can better meet the needs of people walking, biking, rolling, accessing transit, using a small mobility device, and driving.



Figure 1: McGillivray Boulevard Project Corridor Boundary

Existing Conditions

Phase 1 of the Project focused on analyzing the corridor and included an evaluation of the existing conditions of the following topics:

- **Vehicles:** Existing traffic volume, intersection level of service (LOS), queueing, traffic signal warrants, and travel time

- **Safety:** Collision rate at intersections, collision hot spots, trends and contributing factors
- **Pedestrians:** Gaps in sidewalks and crossings, sidewalk width, location of marked crossings and curb ramps
- **Bicycles:** Existing facilities and Bicycle Level of Traffic Stress (BLTS) analysis
- **Transit:** Transit routes, location of stops, ridership, and dwell time
- **Illumination:** Identification of areas of the corridor that have poor lighting / visibility
- **Parking:** Capacity and utilization of the parking lane on McGillivray Boulevard

Key Findings by Mode

The findings by mode are summarized below. For more detail on the existing conditions, see the Existing Conditions Report and Appendix.

Vehicles

Today, McGillivray Boulevard is a four-lane minor arterial that serves between 9,220 and 10,800 vehicles per day in the study area. An evaluation of intersection LOS found that all study intersections operate at LOS C or better, indicating that congestion is minimal, except for the intersection with SE 164th Avenue, which operates at LOS D, indicating some slowing, but still steady traffic flow, during evening commute hours. Queueing was also evaluated at major intersections along the corridor. Queueing during the morning commute hour was minimal with only one movement (eastbound left-turn) at SE Chkalov Drive exceeding available storage. During evening commute hours, several movements at SE Chkalov Drive and SE 164th Avenue were found to exceed available storage.

As speeding was identified as a primary concern by community members, vehicle speed was collected over a 24-hour period on a Thursday and a Saturday. On both days, more than 90 percent of vehicles exceeded the posted speed limit of 25 miles per hour, with over 50 percent of vehicles exceeding the posted speed limit by more than six miles per hour.

Traffic signal warrants were also evaluated at all stop-controlled intersections to determine if a traffic signal may be an appropriate form of intersection control. Only the SE 136th Avenue intersection was found to meet the signal warrants, and a more detailed engineering assessment is needed to confirm that a traffic signal is appropriate at this location. Completion of an engineering assessment has been identified as a future need for the corridor and pending this review, a signal project can be added to the Transportation Improvement Program in future years.

Pedestrians

On McGillivray Boulevard, there are no sidewalks on the south side of the roadway west of Talton Avenue and no sidewalks on the north side west of SE 136th Avenue. Where sidewalks do exist, they are generally less than six feet wide. There were two gaps in marked crossings on the corridor

identified as part of the existing conditions assessment: between SE 136th Avenue and SE Blairmont Street (a nearly 0.6-mile gap or about 3,100 feet) and between SE Blairmont and Village Loop Drive (a nearly 0.7-mile gap or about 3,700 feet).

Bicycles & Small Mobility Devices

There are on-street mobility lanes on McGillivray Boulevard between SE 164th Avenue and SE Chkalov Drive and on Village Loop Drive between SE 164th Avenue and McGillivray Boulevard. The connection from McGillivray Boulevard to SE 7th Street on SE Chkalov Drive does not currently have mobility lanes and is identified as a difficult connection.

On McGillivray Boulevard today, on-street mobility lanes vary in width from five to seven feet and there are no buffers separating the mobility lanes from the vehicle travel lanes on the left and the parking lane on the right. The proximity to vehicle travel lanes with an 85th percentile speed between 30 and 35 miles per hour results in a BLTS score of three, indicating that only “enthused and confident riders” are likely to feel comfortable using a small mobility device on McGillivray Boulevard.

Transit

Between Village Loop Drive and SE 136th Avenue, transit service is provided by C-Trans Route 80 with seven stops on McGillivray Boulevard. On weekdays and weekends, Route 80 operates with 30-minute headways between 6:20AM and 8:50PM. An average of three people use each stop on McGillivray Boulevard on a typical weekday and the average dwell time for buses making stops along the corridor is 22 seconds.

Safety

Collision data from 2017 to 2021 was evaluated to identify trends in contributing factors or collision types and to understand which intersections had the highest number of collisions relative to the number of vehicles that use the intersection daily.

During the period analyzed, there were three collisions involving pedestrians and one collision involving someone riding a bicycle. The two most common types of collisions were a vehicle hitting a fixed object and collisions resulting from vehicles entering at an angle.

The two intersections with the highest collision rates were SE Chkalov Drive and SE 7th Street and McGillivray Boulevard and SE 136th Avenue.

Parking

On-street parking is allowed from just west of Village Loop Drive to just east of SE Chkalov Drive, with space for nearly 600 vehicles to park on McGillivray Boulevard. Parking occupancy counts, conducted overnight on a weeknight, found that only 77 vehicles were parked on McGillivray Boulevard. Nearly 90 percent of those vehicles were parked between SE Talton Avenue and SE 136th Street near multifamily housing.

Illumination

Existing illumination along the corridor was evaluated to determine where there are dark spots at existing intersections and crossings. Photometric readings were taken at dark spots at each crossing and intersection between SE 164th Avenue and SE Chkalov Drive. Readings indicated that there is at least one location at each intersection or crossing that is below the City's illumination standard. Because the existing illumination is located in the median, most dark spots were on the corners of the intersections. Overgrown vegetation was also found to impact the quality of illumination along the corridor. Illumination improvements beyond locations where new crossings are located are outside the scope of the Safety & Mobility Project and improving illumination has been identified as a future need for the corridor.

Opportunities & Constraints

A major outcome of the existing conditions assessment was identifying opportunities and constraints that should inform development of design options during Phase 2 of the Project.

Key opportunities based on the existing conditions assessment include:

- Space allocated to vehicles can be repurposed without increasing congestion.
- The most common types of collisions are likely to be reduced through traffic calming and improved channelization, which both help reduce vehicle speeds.
- Utilization of on-street parking is limited to the segment between SE Talton and SE 136th Avenues.

Key challenges based on the existing conditions assessment include:

- The width of the existing roadway will reduce the effectiveness of traditional traffic calming measures.
- Residential driveways create potential conflicts with people using mobility lanes.
- Several needs identified through the existing conditions analysis are outside the scope of the Safety and Mobility Project. This includes constructing new sidewalks, changes to intersection control (such as traffic signals), and additional illumination on the corridor. These needs are being documented so that they can be addressed in the future.

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Attachment(s):

- McGillivray Boulevard Safety and Mobility Project Existing Conditions Report and Appendix

McGillivray Boulevard Safety & Mobility Project

June 2023



FEHR & PEERS

Existing Conditions Report

DRAFT

Introduction
Analysis Approach
Technical Findings
What We Heard: Phase 1 Community Engagement
Opportunities & Constraints
Conclusion & Next Steps

Appendix A: Traffic Counts
Appendix B: Level of Service Reports

The **McGillivray Boulevard Safety & Mobility Project** will develop recommendations to improve safety and comfort for everyone who travels on McGillivray Boulevard.

This **existing conditions report** lays the groundwork for understanding the existing opportunities and constraints based on engagement with the people who use it and a technical evaluation of how the corridor functions today.

The following sections of this report present the **findings of the technical analysis** and a summary of **what was shared by community members** throughout the first phase of the Safety & Mobility Project.

The Safety & Mobility Project began in 2022 and is expected to conclude in Fall 2023 ahead of a repaving project on McGillivray Boulevard, planned to occur in **Summer 2024**.

The Safety & Mobility Project includes the following phases:

1. **Analyze the Corridor:** This phase is focused on evaluating how McGillivray Boulevard functions today from the perspective of those who use it and a technical evaluation.
2. **Develop Options:** This phase will begin with the development of project goals and include the development of design options that align with the goals.
3. **Design Improvements:** During this phase, a preferred design option will be selected and designed based on feedback from the community and technical findings.

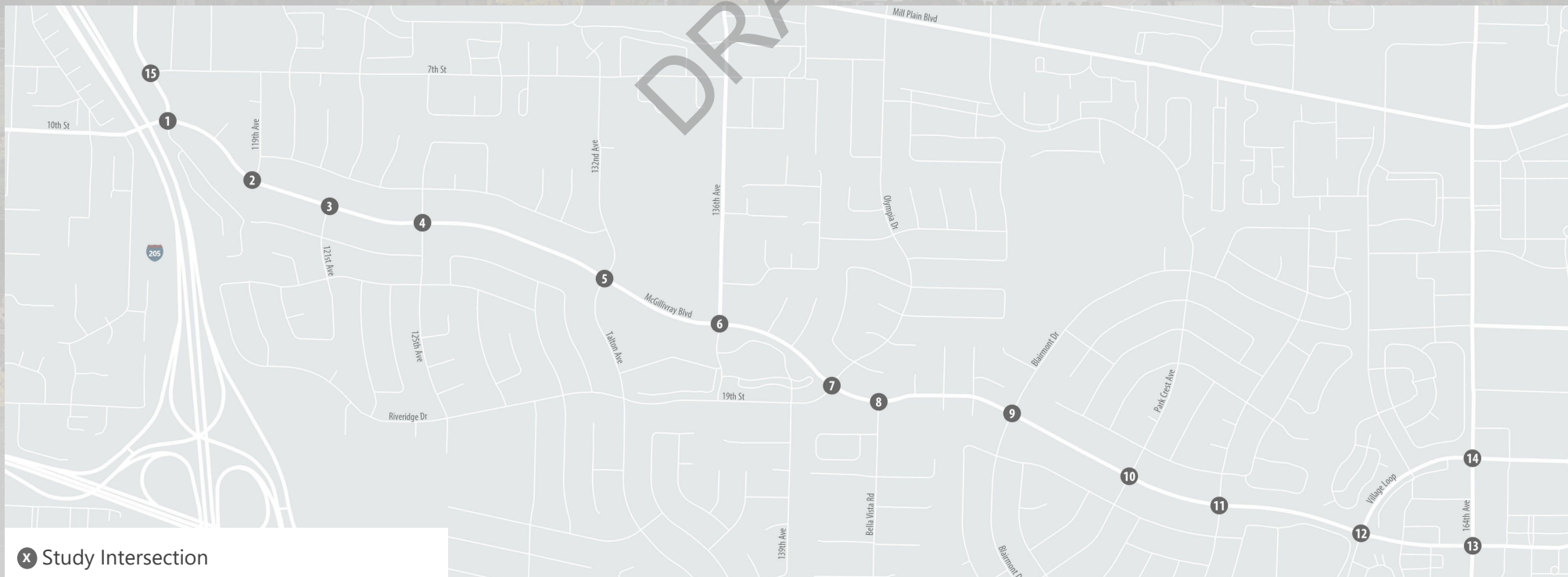
Introduction

The Safety & Mobility Project is evaluating **McGillivray Boulevard from I-205/Chkalov Drive to SE 164th Avenue** and portions of Chkalov Drive and Village Loop Drive. **Major intersections** on McGillivray Boulevard, SE Chkalov Drive, and Village Loop Drive are also being evaluated as part of this project.

McGillivray Boulevard is **predominately surrounded by single-family homes**, except for the segment near SE 136th Avenue where there are several developments with multi-family homes. Retail uses along the corridor are limited to SE Chkalov Drive and SE 164th Street at each end of the corridor.

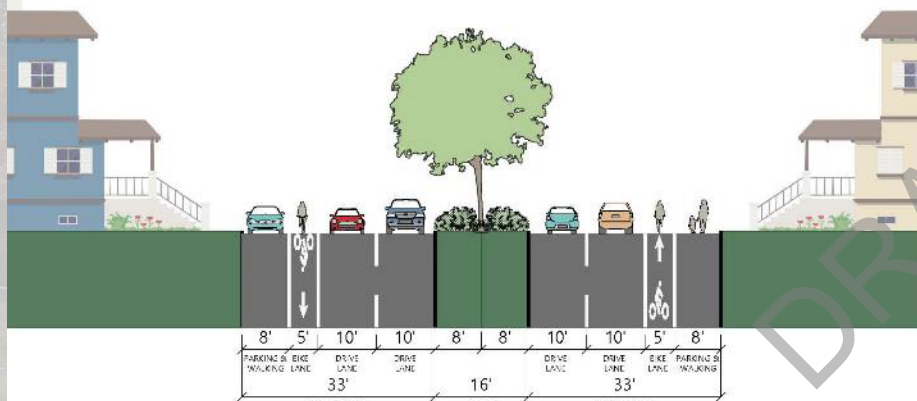
Important destinations along the corridor include:

- Wy'east Park
- Wy'east Middle School
- Mountain View High School
- Bella Vista Park

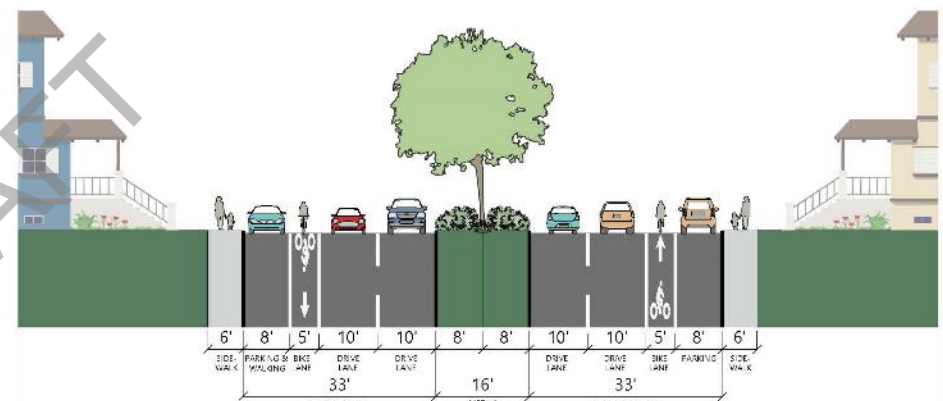


Today, McGillivray Boulevard is a four-lane **minor arterial** between SE Chkalov Drive and SE 164th Avenue. As shown in the image below, there are two vehicle travel lanes in both directions which are separated by a center median. Existing mobility lanes are provided in both direction but are only five feet wide with **no separation from vehicles** in the travel lane or in the parking lane. For people walking, there are no sidewalks west of SE 132nd Avenue. Between SE 132nd Avenue and SE 136th Avenue, there are sidewalks on the south side of the street. East of SE 136th Avenue, sidewalks are provided on both sides of the street.

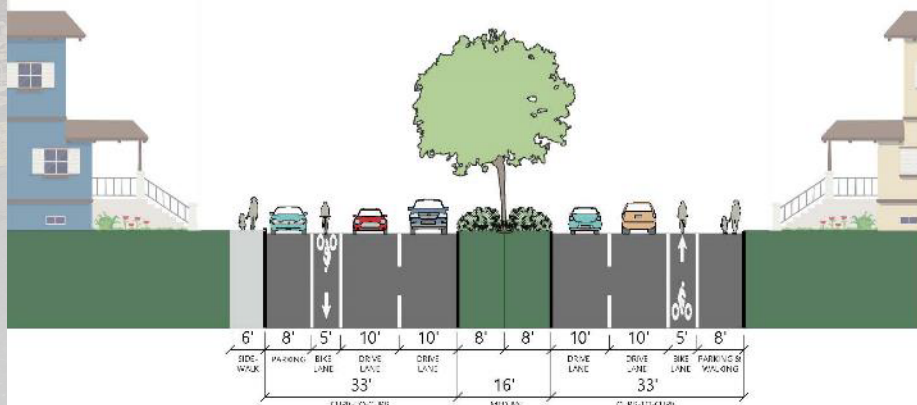
TYPICAL EXISTING:
EAST OF SE CHKALOV DRIVE - WEST OF SE 132ND AVE



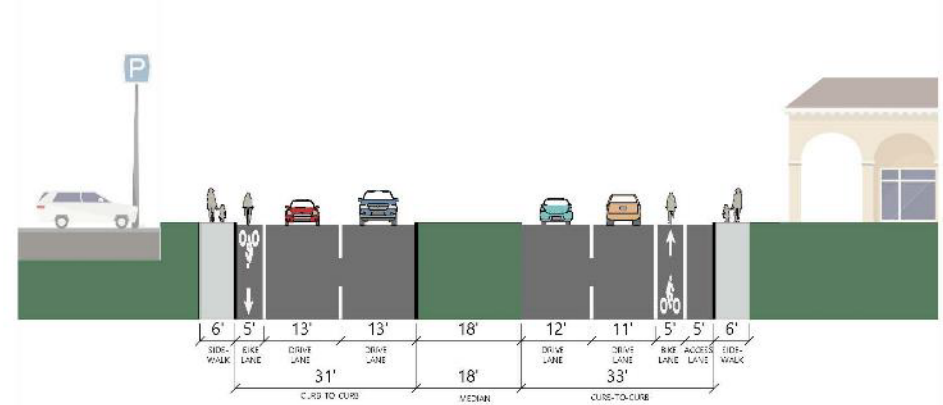
TYPICAL EXISTING:
EAST OF SE 136TH AVE - WEST OF SE VILLAGE LOOP



TYPICAL EXISTING:
WEST OF SE 132ND AVE - SE 136TH AVE

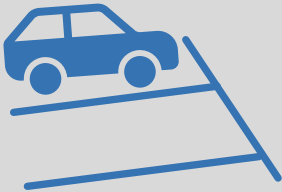


TYPICAL EXISTING:
WEST OF SE VILLAGE LOOP - SE 164TH AVE



As a starting point for developing design options, the project team has evaluated several **topic areas** to document existing conditions, identify existing plans that should be considered as part of this project, and **understand challenges** for everyone that travels on the corridor.

Topic Area	Metrics Evaluated
 Pedestrians	• Identification of sidewalk gaps along the corridor • Identification of sidewalk width to evaluate accessibility • Evaluation of existing sidewalk quality • Identifying the number of marked crossings in each segment and where gaps exist
 Bicycles	• An inventory of existing bicycle facilities • An evaluation of Bicycle Level of Traffic Stress (LTS)
 Transit	• Transit routes and stops along the corridor • Frequency of service • The number of people getting on and off the bus on an average weekday
 Vehicles	• Existing roadway configuration • Average Daily Traffic Volume (ADT) and peak hour turning movements at major intersections • Intersection Level of Service (LOS) • Queueing at signalized intersections and key stop-controlled intersections • Travel time • Signal warrants at stop-controlled intersections

Topic Area	Metrics Evaluated
 Safety	• Collision rate at study intersections • Collision hot spots • Trends in collision types and contributing factors
 Illumination	• Evaluation of light levels along the corridor • Identifying spots where lighting improvements are needed
 Parking	• Where parking is allowed along the corridor • How much on-street parking is provided on McGillivray Boulevard • Existing parking occupancy along the corridor
 Existing Documents	• Review of planning documents that identify or provide direction for transportation, land use, or other improvements on McGillivray Boulevard

This **Existing Conditions Report** is organized into the following sections:

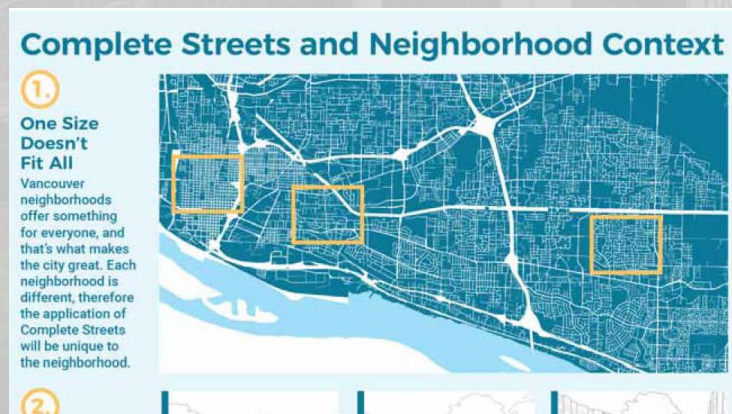
- **Analysis Approach:** This section provides an overview of the data sources used to develop the Existing Conditions Report and the technical approach for completing the traffic analysis.
- **Technical Evaluation Findings by Topic Area:** This section summarizes the findings of the technical assessment for each topic area.
- **What We Heard:** This section summarizes the results of the community surveys completed during Phase 1 and documents key takeaways from community touchpoints that inform the Project Goals.
- **Opportunities & Constraints:** This section presents the opportunities and constraints identified through Phase 1 of the Project that will inform development of design options.
- **Conclusion & Next Steps:** This section summarizes how the findings documented in this report will inform next steps for the Safety & Mobility Project.

Analysis Approach

Existing Plans
Data Sets
Methodology

DRAFT

There are four documents that include recommendations for McGillivray Boulevard or set policy that the Safety & Mobility project should follow.



Adopted in 2017, the **City's Complete Streets Policy** sets the vision for streets that are safe and comfortable for all users.



The City's **Strategic Plan** sets building an urban environment that is safe and environmentally responsible as a key priority for the City.



The City's **Transportation System Safety Analysis** identifies locations with safety issues and where countermeasures may improve safety.



The ongoing update to the **Transportation System Plan** prioritizes creating safe, comfortable, and accessible corridors as a key focus for transportation improvements.

The first step in documenting the existing conditions was gathering data from a variety of sources, including field observations for all modes of travel and aspects of safety on the corridor.



GIS data for **bicycle** and **pedestrian** infrastructure included:

- Sidewalk width, location, and number of American with Disabilities (ADA) complaint curb ramps
- Sidewalk condition
- Location and type of bicycle facility

Information gathered from field visits included:

- Location of marked crossings
- Presence of obstacles in space where people walk



Transit data provided by the City included:

- Location of transit stops
- Routes that operate on the corridor

Data provided by **C-Tran** included:

- Frequency of service
- Number of people getting on/off the bus
- Duration of stops

Field observations were used to identify stop amenities along the corridor.



Collision data from the City's collision data base from 2017 to 2021 included:

- Collision type
- Severity
- Number of vehicles or other users involved
- Contributing factors reported



Vehicle data collected in October and November 2022 included:

- Intersection turning movement counts
- 24-hour vehicle counts
- Parking occupancy counts on a weeknight
- 24- hour speed data collected on a weekday and weekend day



- **Illumination**, or lighting, data was gathered through nighttime field visits.
- The project team measured the amount of light being emitted by existing streetlights at intersections and crossings along the corridor.

Vehicle operations were analyzed using the 6th Edition Highway Capacity Methodology (HCM). This methodology:

- Assigns a Level of Service (LOS) grade based on delay experienced by drivers.
- Relies on a scale from A (best) to F (worst).
- Assigns a letter grade based on average delay for all approaches at signalized or all-way stop-controlled intersections.
- Assigns a letter grade based on the movement with the highest delay at two-way stop-controlled intersections.

Level of Service	Description	Signalized Intersection Delay (seconds/vehicle)	Unsignalized Intersection Delay (seconds/vehicle)
A 	Free-flowing Conditions	≤ 10	0-10
B 	Stable Flow (slight delays)	>10-20	>10-15
C 	Stable Flow (acceptable delays)	>20-35	>15-25
D 	Approaching Unstable Flow (tolerable delay)	>35-55	>25-35
E 	Unstable Flow (intolerable delay)	>55-80	>35-50
F 	Forced Flow (congested and queues fail to clear)	>80	>50

Bicycle Level of Traffic Stress (BLTS) is a way to evaluate the level of stress people experience while riding their bicycle on a roadway based on the characteristics of the roadway. This analysis can be completed for roadway segments, intersection approaches, and unsignalized crossings.

For roadway segments, considerations include:

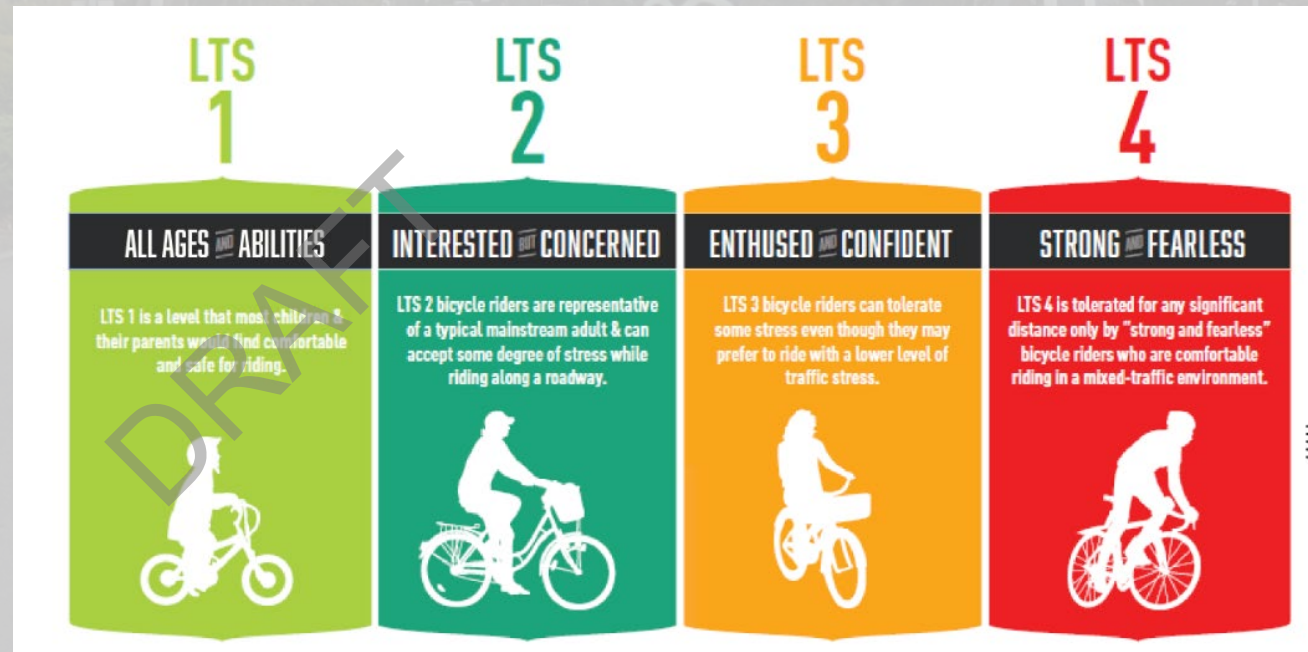
- Number of traffic lanes
- Vehicle speed
- Presence and utilization of on-street parking
- Quality of bicycle facility

At intersections, the LTS score is influenced by:

- Presence of a right-turn lane
- Length of right-turn lanes
- How bicyclists interact with the turn lane

At unsignalized crossings, the score is influenced by:

- Width of the cross street
- Speed of vehicles on the cross street
- Presence or absence of a median refuge



Intersection control was also an important part of the existing conditions analysis.

Today, there are only four signalized intersections on the corridor:

- SE 7th Street & Chakalov Drive
- McGillivray Boulevard & Chakalov Drive
- McGillivray Boulevard & SE 164th Street
- Village Loop Drive & SE 164th Street

As part of the existing conditions analysis, all stop-controlled intersections were analyzed to determine if a traffic signal might be an appropriate form of intersection control.

This analysis was completed using the traffic signal warrants documented in the Manual on Uniform Traffic Control (MUTCD). The MUTCD includes nine different warrants that can be applied to determine if a traffic signal should be considered at an intersection.

For the purpose of this study, three warrants which are based on the number of vehicles using an intersection over a one-hour, four-hour, and eight-hour time period were evaluated.

While these warrants can be used to determine if a traffic signal might be the appropriate form of intersection control, a more detailed engineering study is needed prior to installation of a traffic signal.

Roadway illumination is an important part of transportation safety for all roadway users by making other users or elements in the roadway more visible, allowing drivers to react more quickly and helping to reduce the number of collisions that occur when it is dark due to low visibility.

To measure how well the current lighting on McGillivray Boulevard meets the City's illumination standards, the project team took photometric readings at all intersections and crossings with illumination in the study area.

These readings were then compared to the City's standard for luminance on McGillivray Boulevard and at intersections.

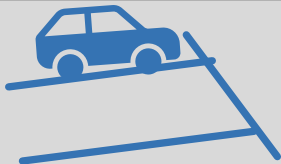
Collision data was also used to determine locations where a high number of collisions have occurred, who was involved (vehicles, pedestrians, or people riding a bicycle), and the type of collisions that have occurred.

This analysis of historical collisions was completed using collision data for the five-year period from 2017 to 2021.

Technical Evaluation

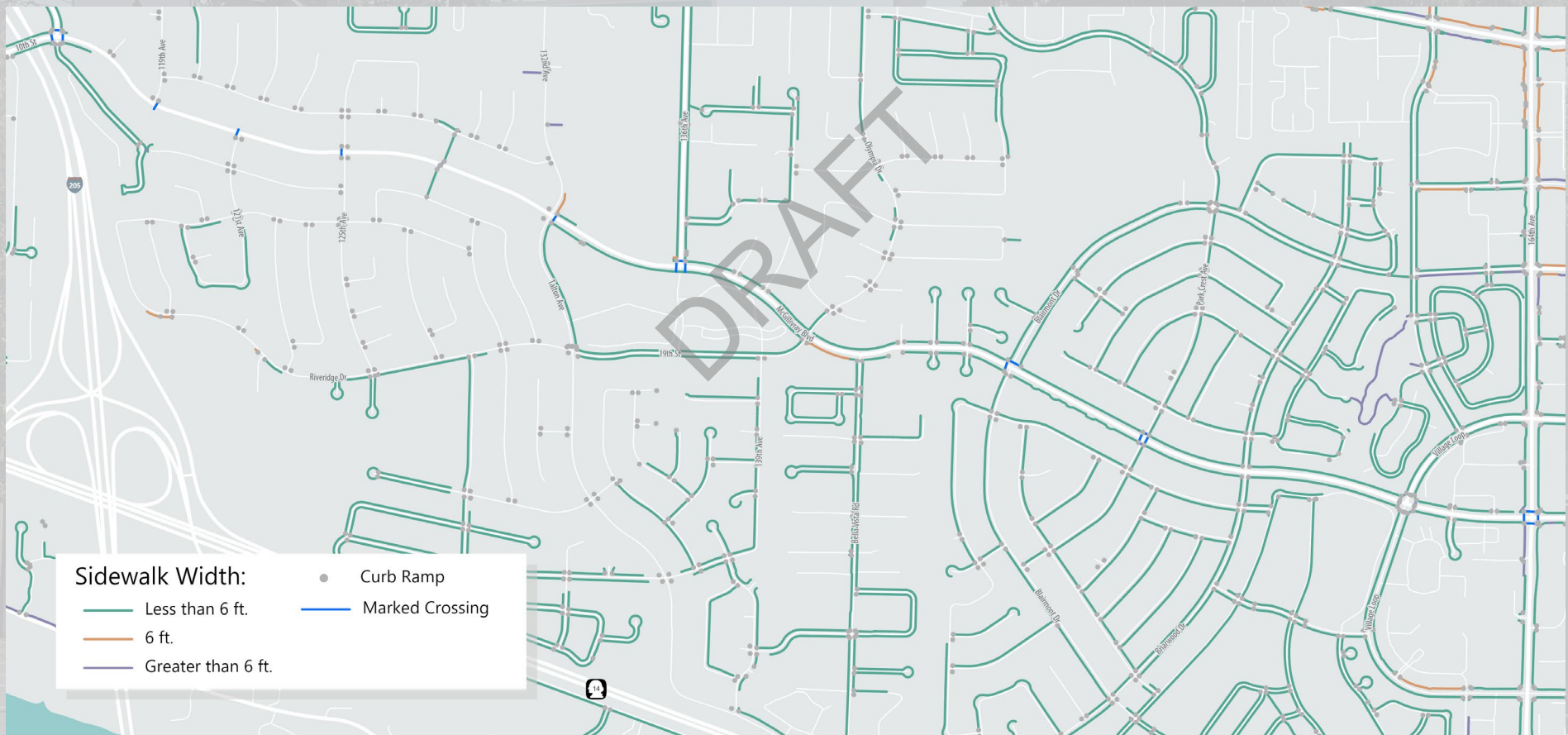
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Key Findings
Pedestrian Environment
Bicycle Environment
Vehicle Environment
Safety
Illumination
Parking

Topic Area	Key Takeaways
	- At the west end of the study area, the lack of sidewalks results in people walking in the mobility lane or parking lane. - From SE 136th Avenue to the east, there are two gaps in marked crossings that make it challenging for people to safely and comfortably cross McGillivray Boulevard.
	- The on-street mobility lanes vary from five to seven feet in width on McGillivray Boulevard. - Based on the number of lanes, vehicle speed, and space allocated to people bicycling or using small mobility devices, McGillivray Boulevard has a BLTS score of 3, meaning only “enthused and confident” riders are likely to feel comfortable.
	- Transit service on this corridor is provided by C-Tran’s Route 37 between SE 136th Avenue and Village Loop Drive. - There are a total of seven stops on the corridor, with the stop at SE 136th Avenue being the most used stop with an average of 23 people getting on or off the bus.
	- There is little to no congestion on McGillivray Boulevard and the number of vehicles traveling on McGillivray Boulevard is well below the capacity of the street. - Only the SE 136th Avenue intersection was found to meet warrants to install a traffic signal, indicating that changes to intersection control should be evaluated as additional funding is available.
	- Three collisions involving someone walking or riding a bicycle occurred between 2017 and 2021. - The most common type of collisions on the corridor resulted from a vehicle entering at an angle or a vehicle hitting a fixed object. - Nearly all drivers exceed the posted speed limit, with nearly 50 percent of drivers traveling more than six miles per hour (mph) over the 25-mph speed limit.
	Illumination improvements are needed at several major intersections and crossings along the corridor, including the existing mid-block crossing. This has been identified as a long-term need for the corridor.
	On-street parking on McGillivray Boulevard is not heavily utilized. Only 77 vehicles were parked overnight on McGillivray Boulevard, with 95 percent of those vehicles parked between SE 132nd Avenue and SE 136th Avenue.
	- The portion of SE Chkalov Drive in the study area was previously identified as a roadway segment with potential for safety improvements. - McGillivray Boulevard has several locations previously identified as hot-spots for lane departure

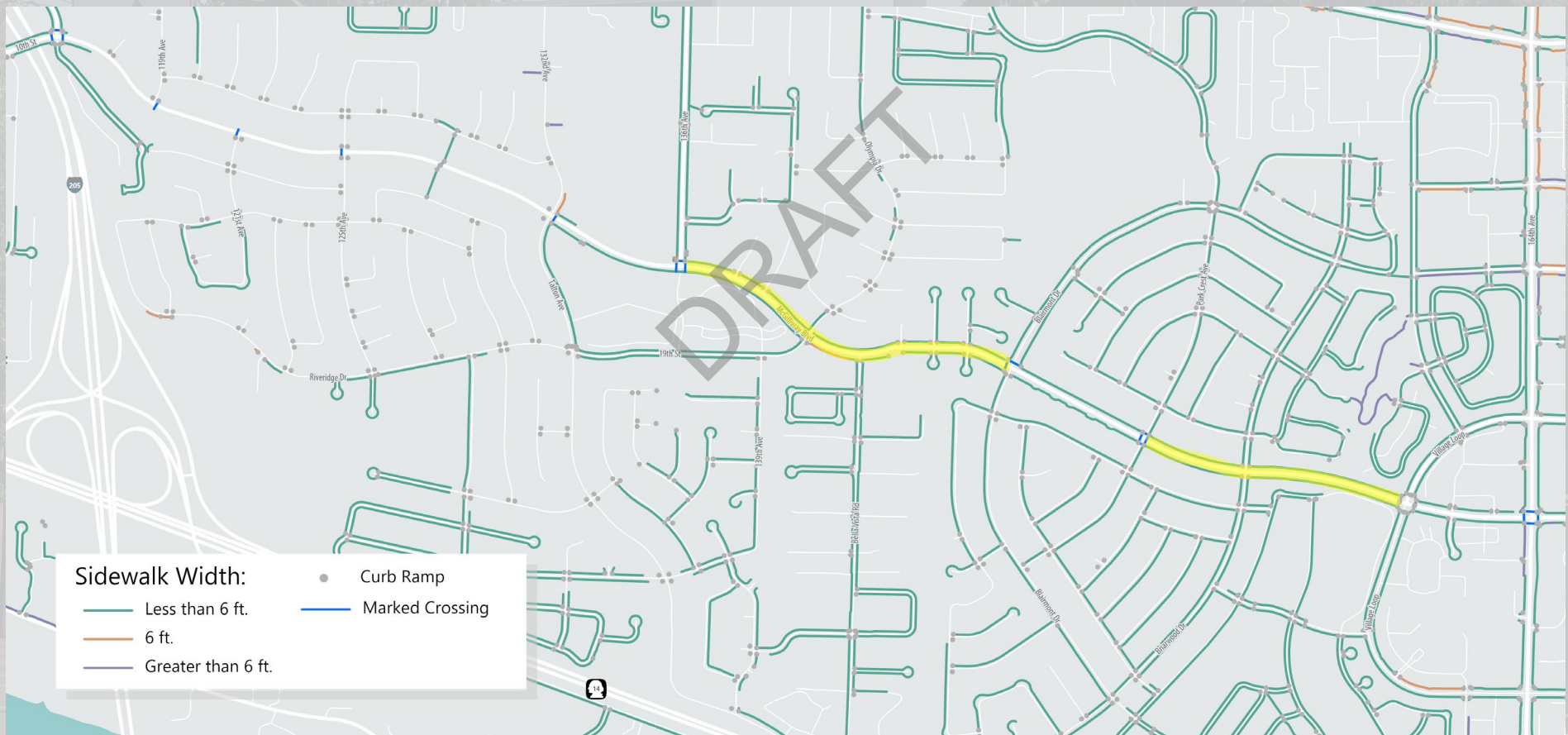
Today, the portion of McGillivray Boulevard west of SE 136th Avenue is challenging for people walking on the corridor, as sidewalks are **no sidewalks** except for a small segment on the south side of the corridor between SE 132nd Avenue and SE 136th Avenue. In this area, people must walk in the street, sharing space with parked cars, people riding bicycles and other small mobility devices.

East of SE 136th Avenue, sidewalks are provided on both sides of McGillivray Boulevard, though sidewalks are less than six feet wide and in poor condition.



The location of curb ramps and the distance between crossings were also considered as part of this technical evaluation. As shown in the image below, all intersections have curb ramps on at least one side of McGillivray Boulevard. One critical intersections where curb ramps are missing on the south side of the intersection is SE 136th Avenue.

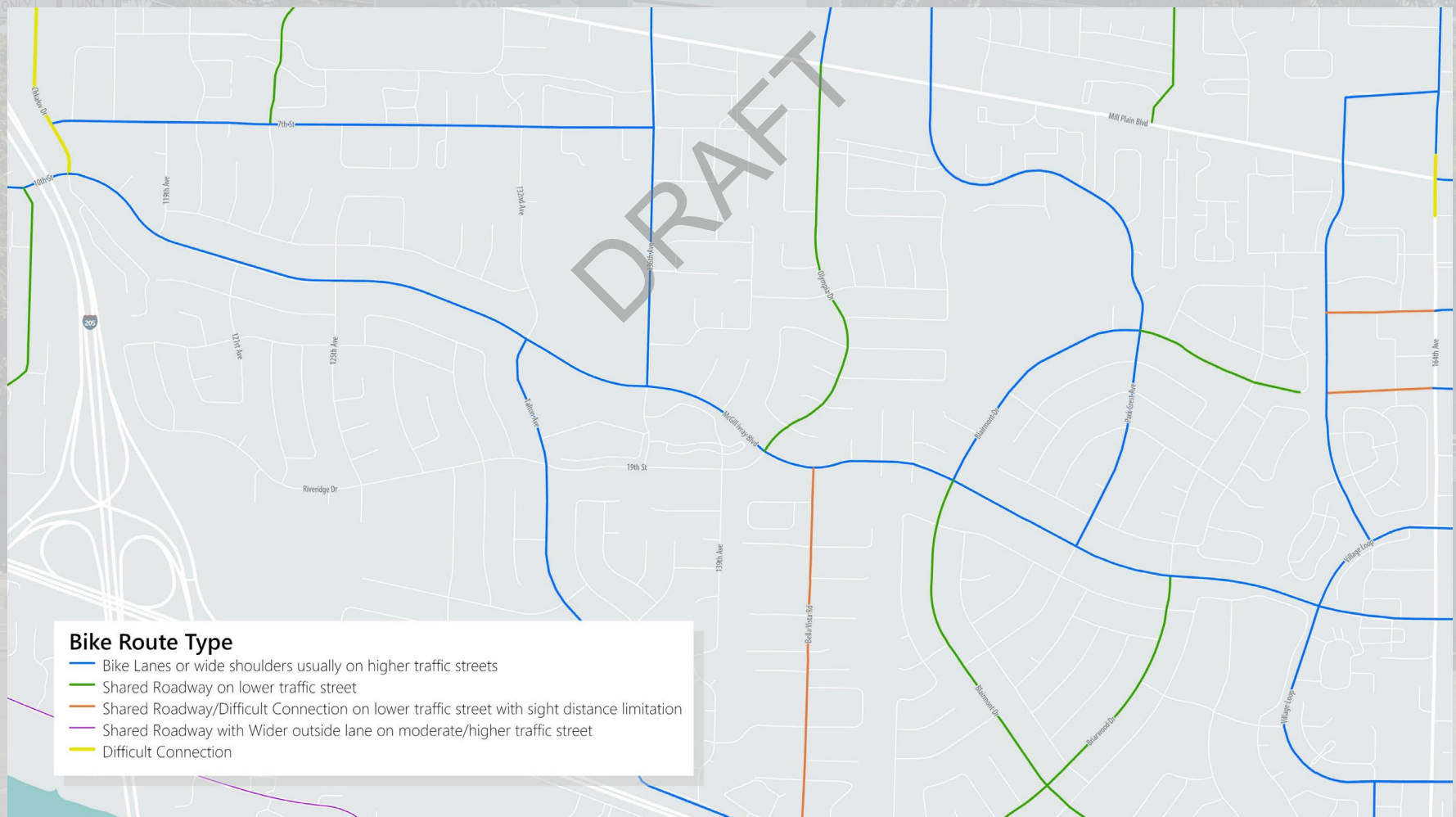
There are two gaps in marked crossings, highlighted on the image below. Those include the gap in crossings between SE 136th Avenue and Blairmont Drive (0.57 miles) and between SE Park Crest and Village Loop Drive (0.42 miles).



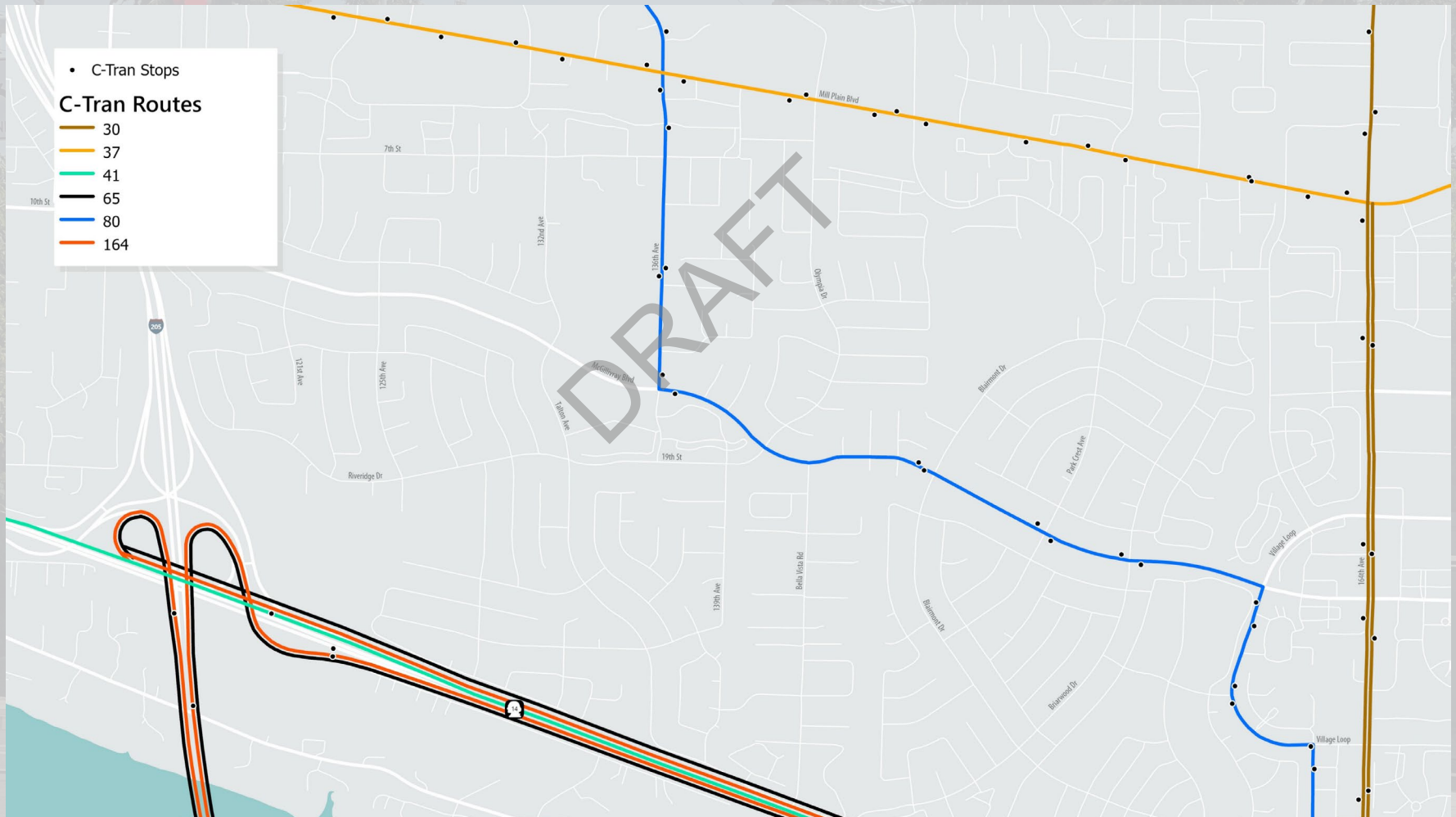
On-street bicycle lanes, also referred to as mobility lanes, are **provided in both directions** on McGillivray Boulevard and vary in width from five to seven feet between I-205/SE Chkalov Drive and SE 164th Avenue.

Because there are two travel lanes in each direction, less than 14.5 feet dedicated to the on-street mobility lanes and the parking lane, and prevailing speeds are between 30 and 40 miles per hour (mph), this segment has a **BLTS score of 3**. This means that **only “enthused and confident” riders** are likely to feel comfortable on this segment.

At the SE 164th Street intersection, the presence of right-turn lanes and the interaction between the turn lanes and mobility lane **increases the BLTS score to 4**, meaning **only “strong and fearless” riders** are likely to utilize this crossing.



There are a total of **seven stops on McGillivray Boulevard**, which are served with 30-minute headways between 6AM and 9PM on weekdays and between 7AM and 8PM on weekends.



The table below shows the number of boardings (people getting on the bus) and the number of alightings (people getting off the bus) at the seven stops on McGillivray Boulevard on an average weekday in October 2022. As shown, the eastbound stop at **SE 136th Avenue was the highest used stop**, with an average of 23 people getting on or off the bus per day.

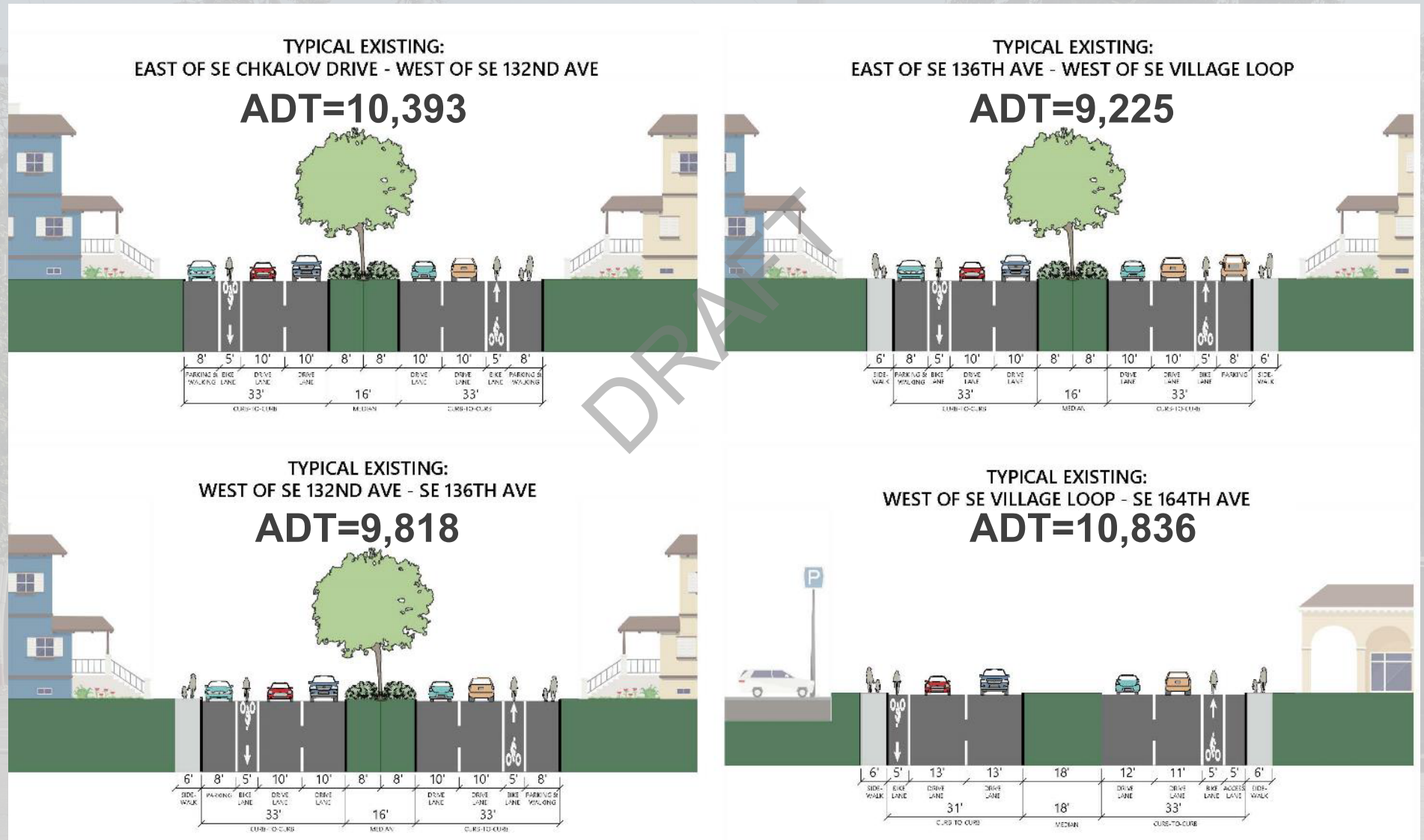
The table also shows the average dwell time (how long the bus is stopped) and the number of ramp deployments, which indicates the number of times the ramp was deployed to allow someone using a mobility device to get on or off the bus. On McGillivray Boulevard, the longest dwell time occurred at the **eastbound stop at Blairmont Drive**, average 32 seconds per stop.

Stop ID	Stop Name/Location	Average Daily Boardings	Average Daily Alightings	Average Dwell Time	Ramp Deployments
1278	Eastbound McGillivray & Park Crest Avenue	1.05	1.14	17.1	0
1279	Eastbound McGillivray & Briarwood Drive	0	0.71	13.5	0
1282	Westbound McGillivray & Briarwood Drive	1.14	0.05	18.1	0
1283	Westbound McGillivray & Park Crest Avenue	1.14	0.05	19.2	0
6126	Eastbound McGillivray & 136th Avenue	7.29	15.71	19	3
6127	Eastbound McGillivray & Blairmont	2.1	6.57	32	0
6128	Westbound McGillivray & Blairmont Drive	10.57	1.76	27.1	0

Source: C-Tran, December 2022

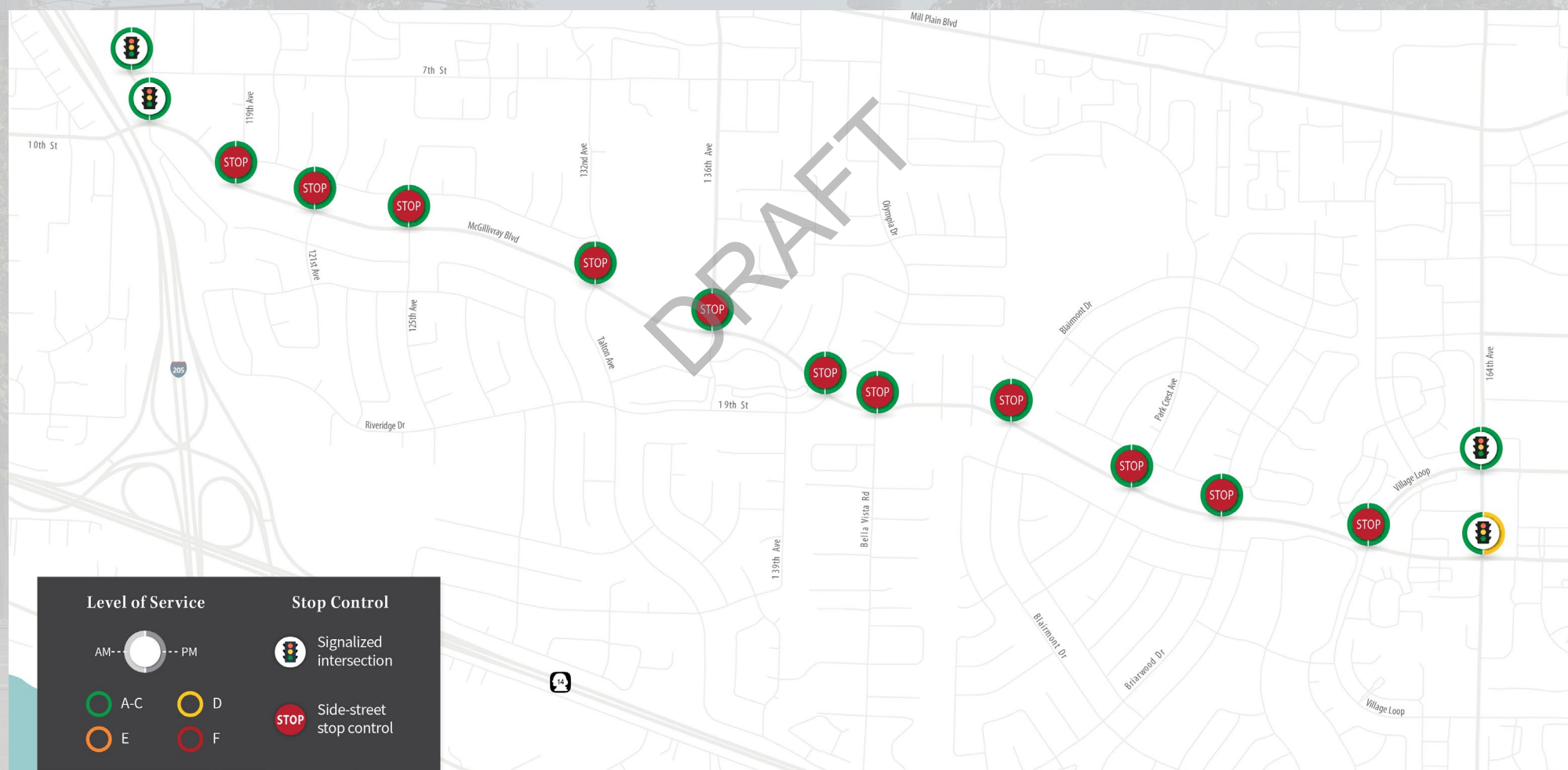


McGillivray Boulevard currently has four lanes (two in each direction) for vehicles, as shown in the image below. To understand how many vehicles currently travel on McGillivray Boulevard, 24-hour vehicle counts were collected to determine the Average Daily Traffic (ADT) at key locations along the corridor. ADT on McGillivray Boulevard ranges from 10,800 vehicles per day to just over 9,000 vehicles. This is well below the capacity for a four-lane road, indicating that there is **excess capacity for vehicles**.



Intersection LOS was evaluated during the morning and evening peak hours at the study intersections. The analysis indicates that all intersections operate at **LOS C or better**, except for the SE 164th Avenue intersection with McGillivray Boulevard, which operates at LOS D during the evening peak hour. This is primarily due to delay experienced by northbound and eastbound drivers making left-turns.

Travel time between SE 164th Avenue and SE Chkalov Drive was also evaluated. Travel time was found to be between approximately eight minutes in each direction during both peak hours. The consistent travel time, along with intersection LOS results, indicates that **congestion is minimal on the corridor**, even during peak hours.



Vehicle queueing, **the length of vehicles waiting to proceed through an intersection or make a turn**, was evaluated and compared to the amount of storage provided, either between intersections or in turn-pockets, to determine where storage is exceeded. When vehicle queues exceed available storage, this can result in congestion or create spillback that impacts traffic flow upstream of an intersection. For this project, queueing was evaluated at major intersections along the corridor.

At the SE McGillivray Boulevard and SE Chkalov Drive intersection. During the AM peak hour, only the eastbound left-turn was found to exceed available storage. During the PM peak hour, the eastbound through, southbound left-turn, and westbound right-turn also exceed available storage.

Study Intersection	Approach	Movement	Storage (ft)	Maximum Queue (feet)	
				AM Peak Hour	PM Peak Hour
SE McGillivray Boulevard & SE Chkalov Drive	Eastbound	L	100	200	200
		T	350	200	375
		TR	350	75	250
	Northbound	LTR	380	75	75
	Southbound	L	100	75	150
		LT	400	100	175
		R	400	100	325
	Westbound	L	125	50	50
		T	425	175	250
		R	125	125	150

L=Left

T=Through

R= Right

Bold text indicates movement exceeds available storage.



The SE McGillivray Boulevard and SE 136th Street intersection is an all-way stop-controlled intersection, meaning all vehicles must stop and has relatively high turning movements as SE 136th Avenue connects to Wy'east Middle School and Mill Plain Boulevard. Despite the number of left turns at this intersection, **no movements were found to exceed available storage** during the morning or even peak hours.

Study Intersection	Approach	Movement	Storage (ft)	Maximum Queue (feet)	
				AM Peak Hour	PM Peak Hour
SE McGillivray Boulevard & SE 136th Avenue	Eastbound	L	120	100	100
		T	1,135	75	75
		TR	1,135	75	75
	Northbound	LTR	300	75	100
	Southbound	L	150	100	150
		T	275	50	75
		R	275	10	100
	Westbound	L	155	50	50
		T	1,215	100	100
		R	50	25	25

L=Left

T=Through

R= Right

Bold text indicates movement exceeds available storage.



Queueing was also evaluated at the SE McGillivray Boulevard and SE 164th Avenue intersection. During the AM peak hour, no movements were found to exceed available storage. During the PM peak hour, the **northbound, eastbound, and southbound left-turns** exceed available storage.

Study Intersection	Approach	Movement	Storage (ft)	Maximum Queue (feet)	
				AM Peak Hour	PM Peak Hour
SE McGillivray Boulevard & SE 164th Avenue	Eastbound	L	200	125	225
		T	530	150	250
		R	530	75	110
	Northbound	L	400	175	425
		T	900	300	525
		TR	900	225	350
	Southbound	L	225	150	250
		T	700	225	350
		TR	700	200	350
	Westbound	L	200	175	225
		T	470	150	275
		R	470	150	300

L=Left

T=Through

R= Right

Bold text indicates movement exceeds available storage.



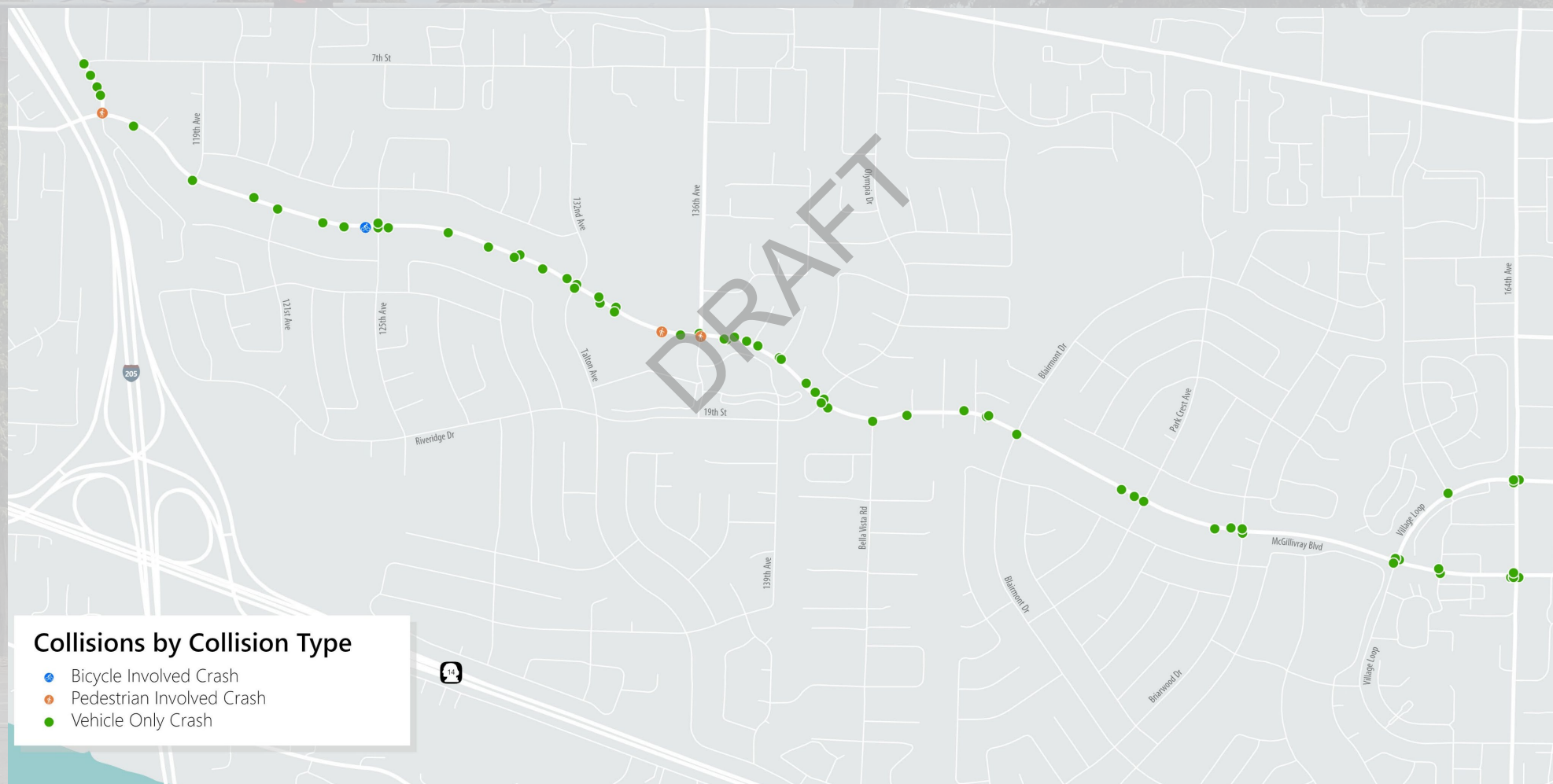
To evaluate potential changes to intersection control, all unsignalized study intersections were evaluated using the one-hour, four-hour, and eight-hour traffic signal warrants in the MUTCD. As shown below, based on the traffic volumes collected in Fall 2022, the **only the SE 136th Avenue intersection** met any of the warrants evaluated. As installation of a traffic signal is outside the scope of the Safety & Mobility Project, a detailed engineering assessment to determine the appropriate intersection control is identified as a future need for this location.

Intersection	Control Type	1-Hour Peak	4-Hour Peak	8-Hour Peak
SE McGillivray Boulevard & SE 119th Avenue	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE 121st Avenue	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE 125th Avenue	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE 132nd Avenue	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE 136th Avenue	All-Way Stop-Control	Met	Met	Not Met
SE McGillivray Boulevard & SE 19th Street	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE Bella Vista Road	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE Blairmont Drive	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE Park Crest Avenue	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE Briarwood Drive	Side-Street Stop-Control	Not Met	Not Met	Not Met
SE McGillivray Boulevard & SE Village Loop	Side-Street Stop-Control	Not Met	Not Met	Not Met



Evaluation of historical collision data, collisions that occurred between 2017 and 2021, on the corridor began by identifying who was involved in collisions.

As shown in the image below, there were **three collisions involving pedestrians** that occurred of the time period analyzed and **one collision involving a person riding a bicycle**. All other collisions only involved vehicles. There was one fatality, the pedestrian involved in the collision at SE Chkalov Drive, which occurred during inclement weather (ice and snow).



Between 2017 and 2021, **67 percent of collisions that occurred did not involve an injury or fatality**, nearly 32 percent involved injuries, while the one fatality equates to 0.32 percent of collisions.

The table below shows the number of collisions that occurred by collision type. As shown, collisions resulting from **a vehicle entering at an angle and a vehicle hitting a fixed object account for 50 percent of collisions**.

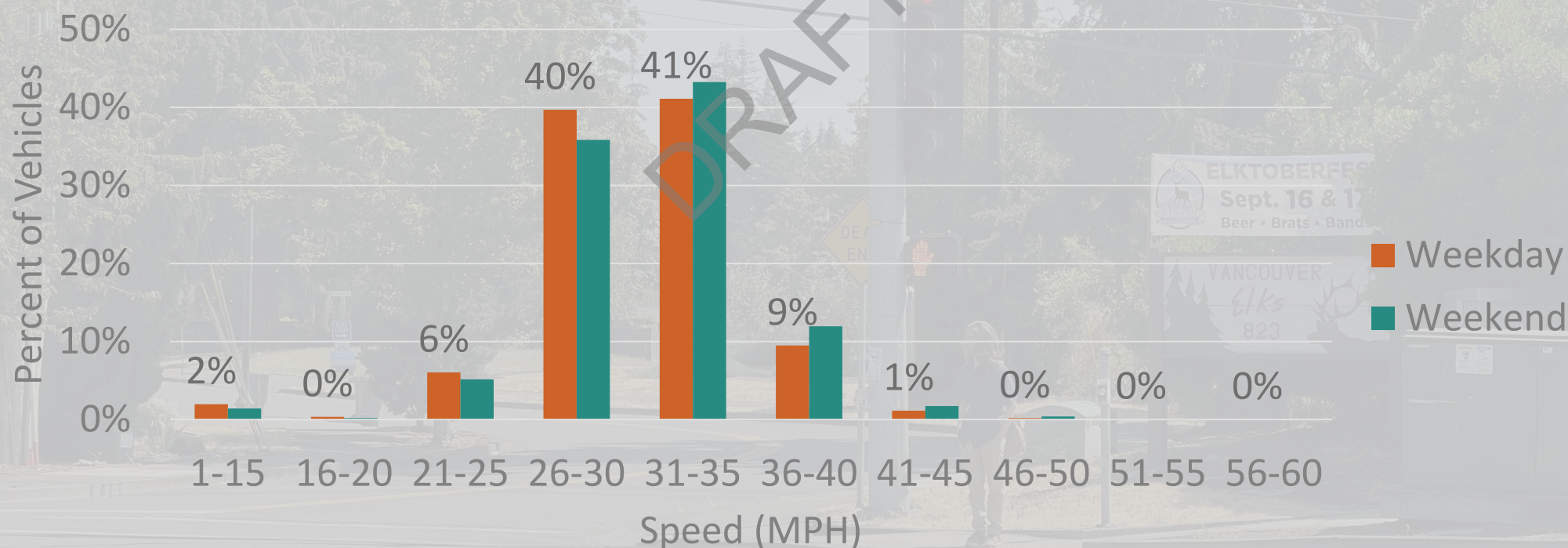
Improvements recommended by the Safety & Mobility Project will help to lower the frequency of these types of collisions and improve safety for all who travel on the corridor.

Collision Type	Number of Collisions	Percent of Total Collisions
Entering at Angle	44	25%
Fixed Object	44	25%
From Opposite Direction - All Others	2	1%
From Opposite Direction - Both Moving - Head On	1	1%
From Opposite Direction - One Left Turn - One Straight	17	10%
From Same Direction - All Others	7	4%
From Same Direction - Both Going Straight - Both Moving - Rear End	13	7%
From Same Direction - Both Going Straight - One Stopped - Rear End	19	11%
From Same Direction - One Left Turn - One Straight	1	1%
From Same Direction - One Right Turn - One Straight	1	1%
From Same Direction -Both Going Straight-Both Moving- Sideswipe	9	5%
From Same Direction -Both Going Straight-One Stopped- Sideswipe	1	1%
One Parked - One Moving	13	7%
Other Object	1	1%
Vehicle Going Straight Hits Pedestrian	2	1%
Vehicle Overturned	1	1%
Vehicle Strikes Pedalcyclist (2018 forward)	1	1%
Vehicle Turning Right Hits Pedestrian	1	1%

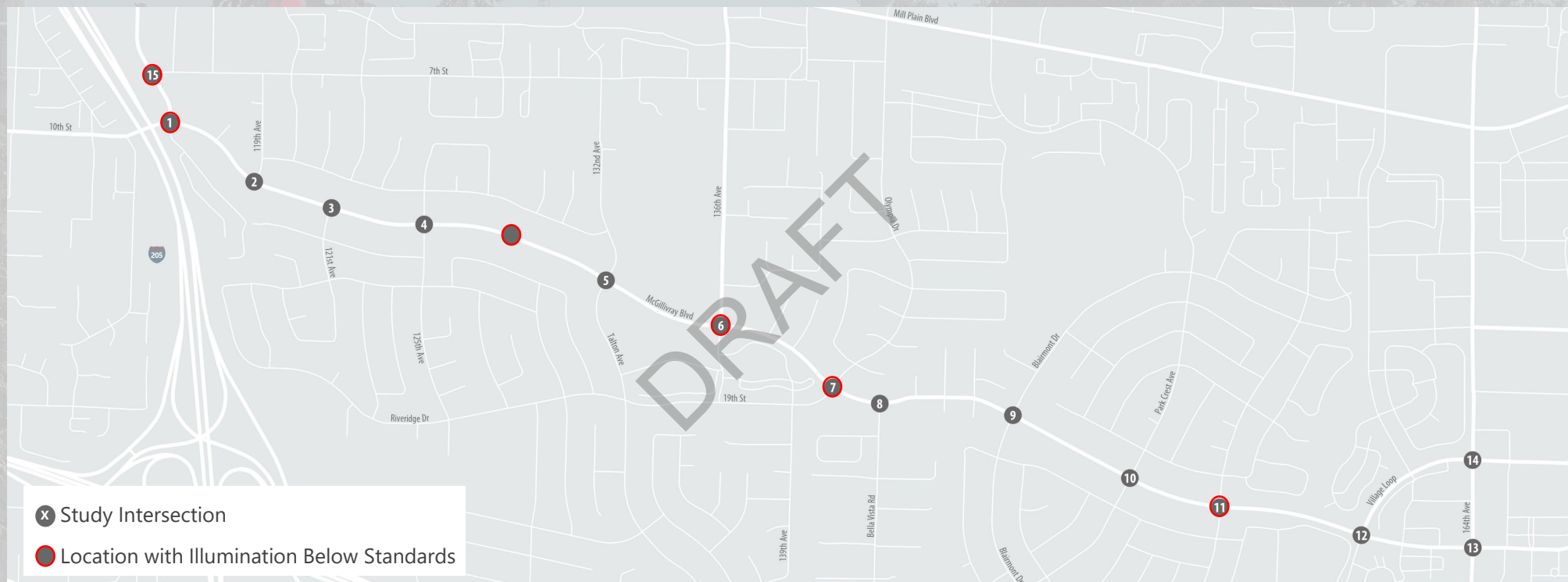
Speed data was also collected on McGillivray Boulevard during a 24-hour period on a typical weekday and over the weekend. As shown on the chart below, **nearly all drivers exceed the 25 mph posted speed limit**, with more than 50 percent of drivers driving more than six miles per hour over the speed limit.

While the number of drivers averaging between 31 and 35 mph was found to be slightly higher on the weekend, there is little variation in speeds between weekday and weekend travel.

Vehicle Speed on McGillivray Boulevard



The project team took photometric readings at major crossings and intersections to determine where the existing illumination does not meet illumination standards. Study intersections and crossings where illumination was identified as not meeting the City's standards are circle in red on the image below. As shown, illumination improvements are also needed at the existing mid-block crossing. While this project will not specifically address illumination, this is identified as a **long-term need for the corridor**.

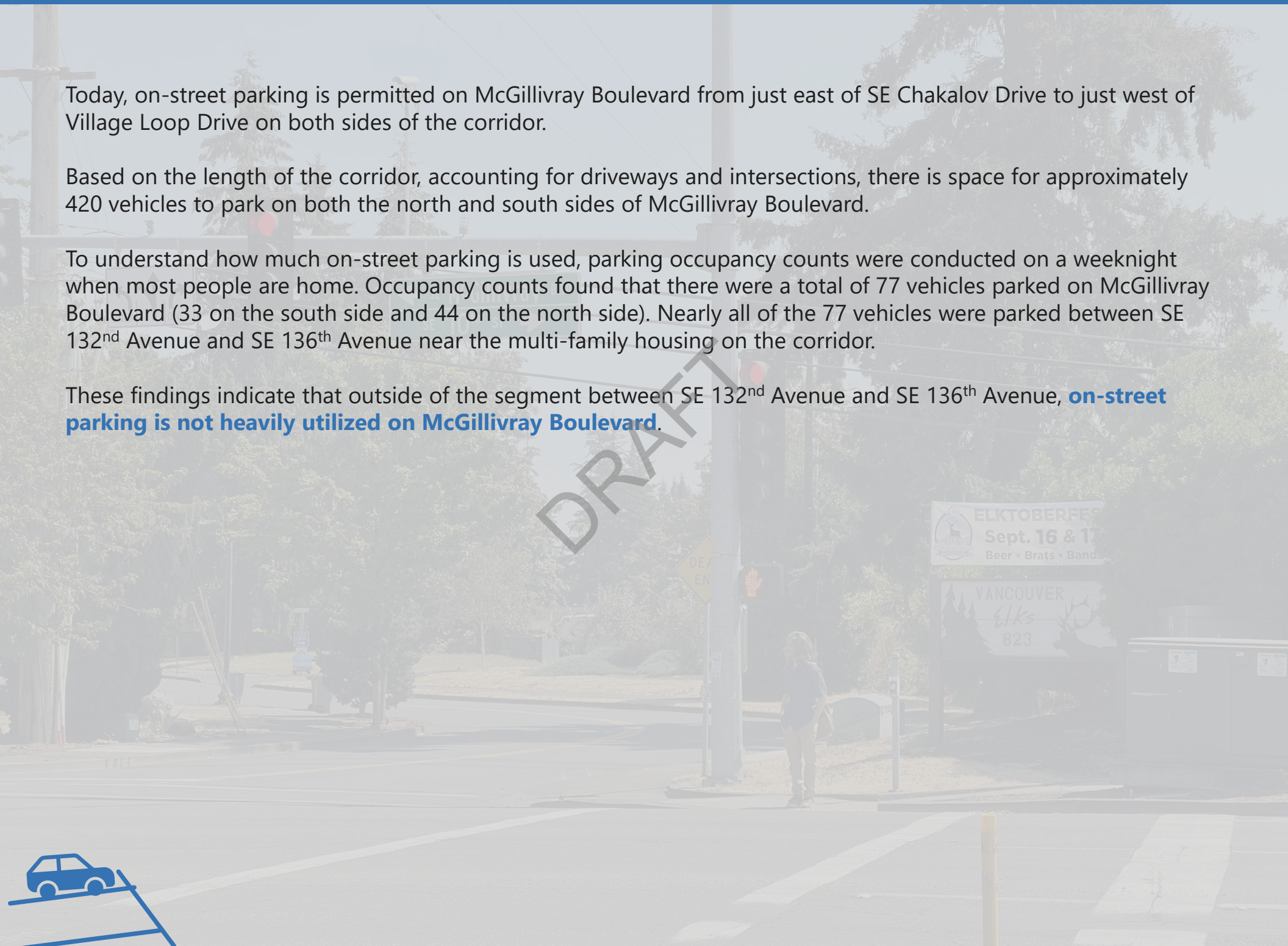


Today, on-street parking is permitted on McGillivray Boulevard from just east of SE Chakalov Drive to just west of Village Loop Drive on both sides of the corridor.

Based on the length of the corridor, accounting for driveways and intersections, there is space for approximately 420 vehicles to park on both the north and south sides of McGillivray Boulevard.

To understand how much on-street parking is used, parking occupancy counts were conducted on a weeknight when most people are home. Occupancy counts found that there were a total of 77 vehicles parked on McGillivray Boulevard (33 on the south side and 44 on the north side). Nearly all of the 77 vehicles were parked between SE 132nd Avenue and SE 136th Avenue near the multi-family housing on the corridor.

These findings indicate that outside of the segment between SE 132nd Avenue and SE 136th Avenue, **on-street parking is not heavily utilized on McGillivray Boulevard.**



While the City's Complete Streets Policy and Transportation System Plan, set overarching goals and priorities that this project should advance, the primary document that informed the existing conditions evaluation was the City's Transportation System Safety Analysis. This report identified several hot-spots on McGillivray Boulevard based on specific types of collisions that occurred between 2012 and 2016.

Key takeaways from the Transportation System Safety Analysis that should inform development of design options for this Project include:

- SE Chkalov Drive between Mill Plain Boulevard and McGillivray Boulevard is identified as a minor arterial with potential for safety improvements.
- Multiple locations along McGillivray Boulevard that were identified as hot-spots for lane departure crashes.
- Hot-spots for collisions involving bicyclists near SE 136th Avenue.
- Several collisions involving a pedestrian occurred at the SE Village Loop intersection between 2012 and 2016.



Opportunities & Constraints

DRAFT

Opportunities
Constraints

A key objective of Phase 1 of this project was to identify opportunities to improve safety and mobility along McGillivray Boulevard based on how the corridor functions today. Following the technical findings and community engagement described above, three primary opportunities have been identified for this project:

- **There is excess vehicle capacity.** The number of vehicles using McGillivray Boulevard averages 10,000 per day along the corridor. In comparison, the typical capacity for a two-lane roadway (one lane in each direction) is approximately 16,000 vehicles per day. This indicates that one travel lane in each direction could be repurposed on McGillivray Boulevard and there would still be adequate capacity to accommodate future growth.
- **The Safety & Mobility Project will address contributing factors to the two most common types of collisions.** Collisions resulting from vehicles entering at an angle are often a result of poor channelization (striping that indicates where vehicles should go) and driver confusion at intersections while speed is a primary contributor to vehicles hitting fixed objects. This project will include improvements that enhance striping and channelization at the intersection and help to lower speeds on the corridor, improving safety for everyone who uses McGillivray Boulevard.
- **On-street parking utilization is highest in locations without residential driveways.** The concentration of most on-street parking between SE 132nd Avenue and SE 136th Avenue where there are no residential driveways presents an opportunity to use cars parked on the street to create a continuous buffer to separate vehicles in the travel lane from the mobility lanes without the potential conflict between cars pulling into driveways and people using the mobility lane.

Understanding the constraints that this project must consider based on the scope of the Safety & Mobility Project and how the corridor functions today is also an important component of the existing conditions assessment. There are three constraints that should be considered as design options are developed:

- **Some needed improvements are outside the scope of the Safety & Mobility Project.** These needs include constructing sidewalks where there are none today, adding new curb ramps, improving illumination, and changes to intersection control. These needs have been identified and will be addressed through future projects such as sidewalk infill or other appropriate programs, when funding is available.
- **Under-utilized space may reduce the effectiveness of traditional traffic calming measures.** While on-street parking can often be utilized to both narrow the perceived width of the roadway for drivers, which helps to lower vehicle speeds, and to create a buffer between vehicles and people walking, bicycling, or using small mobility devices, when it is under-utilized the effectiveness of those strategies is reduced. Special consideration should be given to how on-street parking can best be utilized to narrow the roadway and provide separation as design options are developed.
- **Residential Driveways create potential conflict points.** Residential driveways provide direct access to McGillivray Boulevard for much of the corridor between SE Chkalov Drive and SE Village Loop. Driveways create potential conflict points between vehicles turning into driveways and people using the on-street mobility lanes. As design options are developed, opportunities to reduce the number of potential conflict points should be considered along with the need to maintain proper sight distance such that people using the mobility lanes are visible to drivers turning into driveways along the corridor.

What We Heard: Phase 1 Community Engagement

DRAFT

**Opportunities to Participate
Feedback Gathered
Key Takeaways**

During Phase 1 of the Safety & Mobility Project, community members were asked to share how they travel today, how they would like to travel, barriers to traveling, locations where improvements are needed, and concerns with changes to the corridor. Community members could participate by attending one of the events hosted by the project team or using the Be Heard website for the Safety & Mobility Project.

Opportunities to participate included:

- An online survey, which received over 1,000 responses, and online interactive map.
- An in-person open-house hosted at Wy'east Middle School.
- A survey distributed to Mountain View High School and Wy'east Middle School.
- Walk and bike audits which provided an opportunity for community members to walk and bike the corridor with the project team.



School Survey for McGillivray Blvd

If you are a student, parent or guardian, or staff member at a school near McGillivray Blvd, we want to hear from you. Thank you for sharing your input!

* 1. Which school community are you part of?

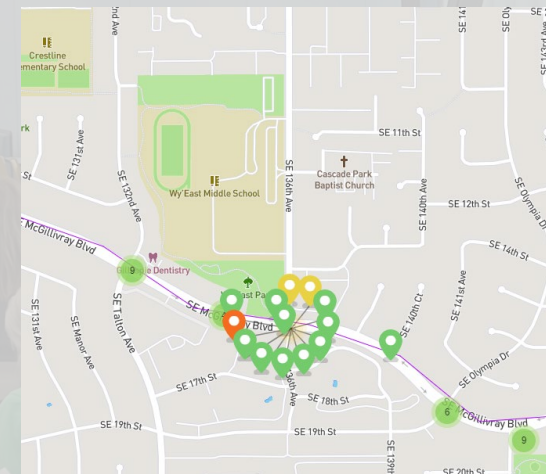
☐ Wy'east Middle School

☐ Mountain View High School

20%

Next

Powered by
SurveyMonkey
See how easy it is to create a survey



There were three key takeaways from community engagement completed during Phase 1, summarized in the table below, that will inform the development of design options. For more detail on the findings from Phase 1 community engagement, see the [Phase 1 Community Engagement Report](#).

Takeaway #1: Vehicle speeding is impacting all users.	• McGillivray is a residential road that feels like an interstate. • People feel unsafe walking, biking, and driving on McGillivray. • Crashes resulting from speeding have damaged property along the corridor. • Desire for more enforcement to address speeding.
Takeaway #2: Intersection improvements are needed.	• People walking and biking feel unsafe crossing at intersections. • Existing intersections are confusing for drivers. • Some drivers do not comply with stop signs. • There are several intersections where changes to intersection control are desired.
Takeaway #3: People walk and bike today, but McGillivray is not inclusive.	• Crossing improvements are needed to improve safety for everyone but especially children and older residents. • Existing mobility lanes do not feel safe and comfortable for people of all ages and all abilities. • Some people don't feel comfortable walking due to high vehicle speeds and proximity to vehicles.

Conclusions & Next Steps

Conclusion
Next Steps

DRAFT

This existing conditions report is the **culmination of Phase 1 of the project**, which focused on establishing a baseline for how the corridor operates today; identifying needs, opportunities, and constraints; and hearing from the community about the issues the Safety & Mobility Project should address.

As the Safety & Mobility Project moves into Phase 2: Develop Options, findings from this phase will inform:

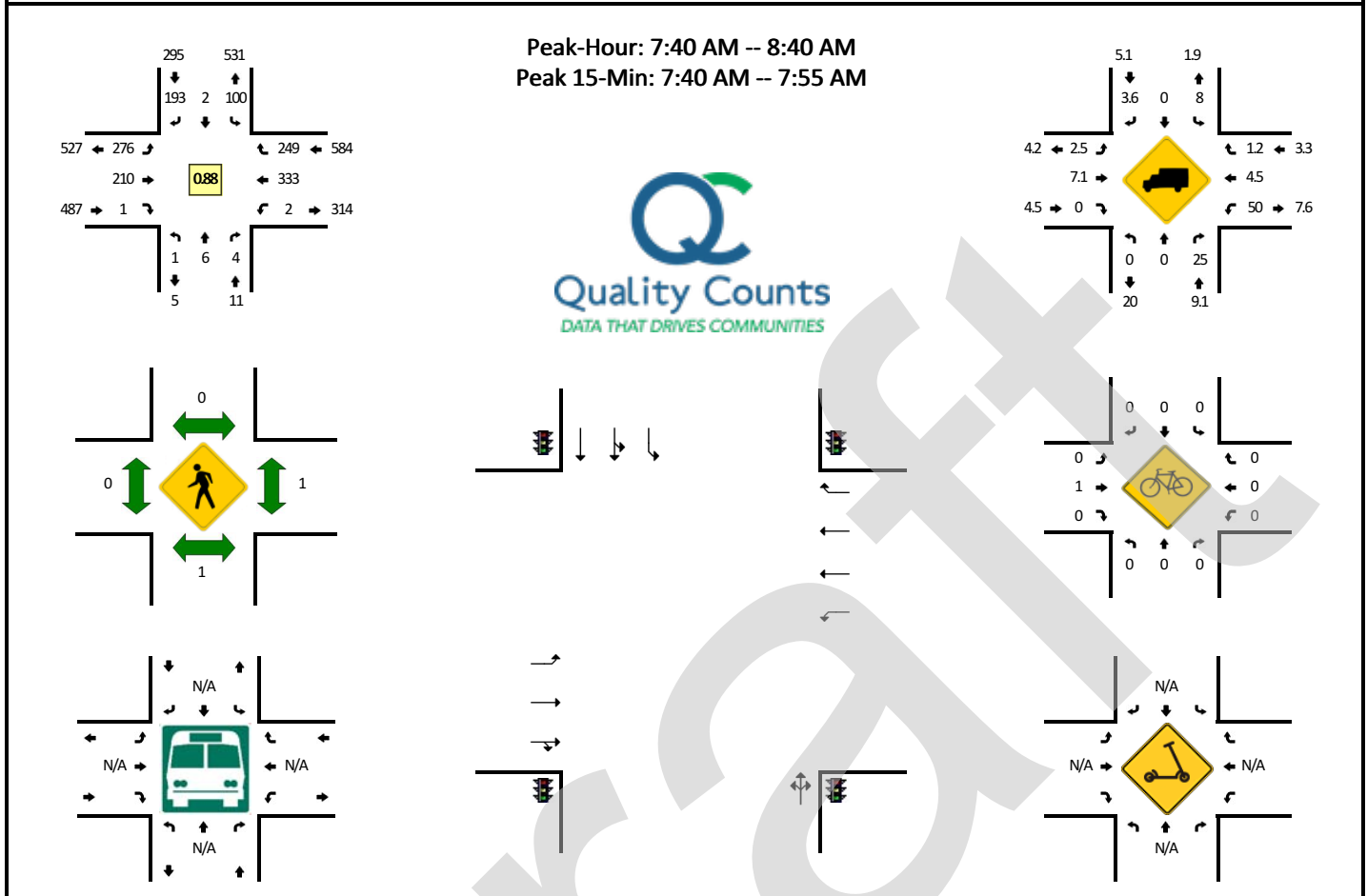
- Development of the Project Goals which will be used to ensure that project outcomes address the issues and challenges outlined in this report.
- Development of Project Evaluation Criteria which will be used to measure alignment of design options with the Project Goals.
- What design options are feasible based on how the corridor operates today.
- How community members are engaged throughout the development of design options and ultimately, selection of a preferred alternative.

Appendix A: Traffic Counts

Turning Movement Counts

LOCATION: SE Chkalov Dr -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932001
DATE: Wed, Oct 26 2022

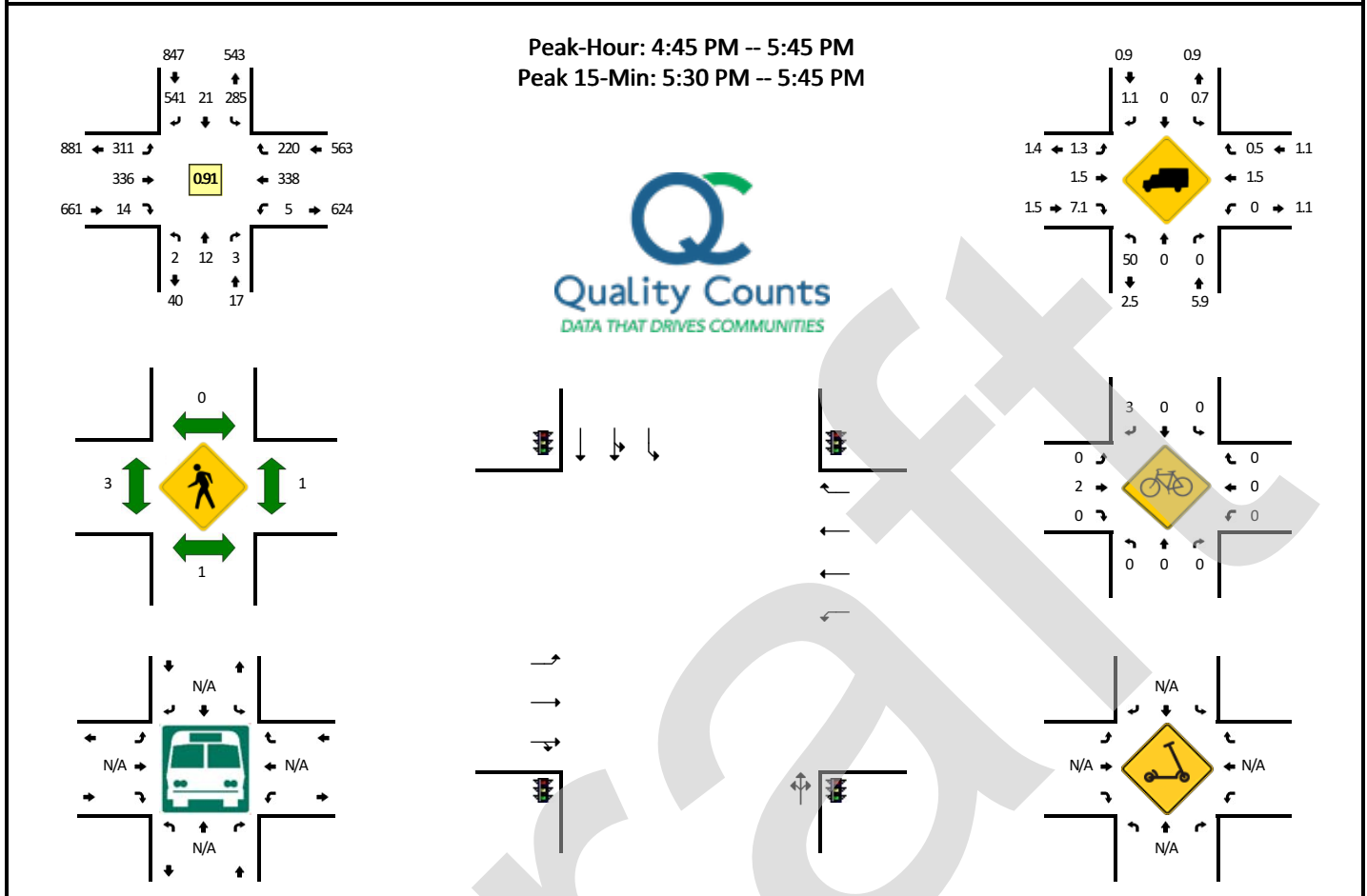


5-Min Count Period Beginning At	SE Chkalov Dr (Northbound)				SE Chkalov Dr (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	3	0	12	0	12	8	0	0	0	8	13	0	56	
7:05 AM	1	0	1	0	0	1	8	0	8	10	0	0	0	17	20	0	66	
7:10 AM	0	0	1	0	2	0	12	0	14	5	0	0	0	18	13	0	65	
7:15 AM	0	0	1	0	8	0	13	0	12	12	0	0	0	12	13	0	71	
7:20 AM	0	0	0	0	3	0	17	0	19	16	0	0	0	22	21	0	98	
7:25 AM	0	0	1	0	9	0	4	0	10	10	0	0	0	13	19	0	66	
7:30 AM	1	1	0	0	8	0	6	0	18	20	0	0	1	40	18	0	113	
7:35 AM	1	1	1	0	4	0	16	0	13	9	0	0	0	22	17	0	84	
7:40 AM	0	0	1	0	3	0	22	0	33	15	0	0	0	36	27	0	137	
7:45 AM	0	0	0	0	9	0	17	0	17	12	0	0	0	41	14	0	110	
7:50 AM	0	1	0	0	5	0	19	0	24	12	0	0	0	47	34	0	142	
7:55 AM	0	1	0	0	11	0	10	0	23	18	0	0	1	29	20	0	113	1121
8:00 AM	0	0	0	0	9	0	11	0	24	10	0	0	0	27	22	0	103	1168
8:05 AM	0	1	0	0	7	1	20	0	22	16	0	0	1	25	21	0	114	1216
8:10 AM	1	0	1	0	7	0	14	0	18	22	0	0	0	21	14	0	98	1249
8:15 AM	0	0	0	0	8	1	14	0	24	24	0	0	0	22	12	0	105	1283
8:20 AM	0	2	0	0	15	0	16	0	29	31	0	0	0	26	16	0	135	1320
8:25 AM	0	1	1	0	11	0	16	0	21	20	0	0	0	12	20	0	102	1356
8:30 AM	0	0	1	0	9	0	14	0	22	15	1	0	0	23	26	0	111	1354
8:35 AM	0	0	0	0	6	0	20	0	19	15	0	0	0	24	23	0	107	1377
8:40 AM	0	0	0	0	6	0	12	1	25	21	0	0	2	25	28	0	120	1360
8:45 AM	0	0	0	0	13	1	17	0	26	17	0	0	1	25	19	0	119	1369
8:50 AM	0	2	3	0	11	3	21	0	18	11	0	0	0	26	16	0	111	1338
8:55 AM	0	0	0	0	15	1	19	0	24	10	0	0	1	22	16	0	108	1333
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	4	4	0	68	0	232	0	296	156	0	0	0	496	300	0	1556	
Heavy Trucks	0	0	0	0	0	0	20	0	12	20	0	0	0	12	4	0	68	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																		

Comments:

LOCATION: SE Chkalov Dr -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932002
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE Chkalov Dr (Northbound)				SE Chkalov Dr (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	16	0	32	0	25	25	2	0	0	22	11	0	133	
3:05 PM	1	3	1	0	18	0	38	0	26	27	0	0	1	19	10	0	144	
3:10 PM	0	1	0	0	19	2	25	0	24	32	1	0	1	21	17	0	143	
3:15 PM	1	3	0	0	15	0	34	0	18	14	1	0	0	14	10	0	110	
3:20 PM	0	1	0	0	18	4	26	0	26	25	0	0	1	28	16	0	145	
3:25 PM	0	1	0	0	26	2	33	0	18	18	1	0	0	25	17	0	141	
3:30 PM	0	0	1	0	16	1	48	0	19	12	0	0	0	29	26	0	152	
3:35 PM	0	1	0	0	26	2	35	0	19	30	0	0	0	21	23	0	157	
3:40 PM	0	1	2	0	17	1	30	0	21	29	0	0	0	19	17	0	137	
3:45 PM	0	1	0	0	11	1	33	0	17	22	0	0	0	13	11	0	109	
3:50 PM	0	0	1	0	14	2	29	0	23	21	0	0	0	17	19	0	126	
3:55 PM	0	0	0	0	18	1	36	0	33	18	0	0	0	15	8	0	129	
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4:10 PM	0	1	0	0	18	1	33	0	31	30	0	0	0	16	25	0	155	1664
4:15 PM	1	1	1	0	17	0	46	0	28	34	1	0	0	25	11	0	165	1719
4:20 PM	0	1	0	0	24	4	41	0	26	34	2	0	0	21	15	0	168	1742
4:25 PM	0	1	0	0	27	3	42	0	33	26	0	0	0	19	14	0	165	1766
4:30 PM	0	0	0	0	19	1	37	0	24	36	1	0	1	29	13	1	162	1776
4:35 PM	0	1	0	0	16	1	32	0	15	29	0	0	0	32	12	0	138	1757
4:40 PM	0	0	0	0	34	1	42	0	33	24	0	0	0	19	18	0	171	1791
4:45 PM	0	2	0	0	20	2	41	0	24	37	0	0	1	30	21	0	178	1860
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4:55 PM	0	0	0	0	14	1	46	0	28	24	0	0	0	22	18	0	153	1921
5:00 PM	0	1	0	0	27	1	43	0	16	22	0	0	3	24	19	0	156	1924
5:05 PM	0	0	0	0	24	3	50	0	25	33	1	0	0	26	17	0	179	1953
5:10 PM	0	0	0	0	21	0	48	0	30	31	0	0	0	21	18	0	169	1967
5:15 PM	0	0	1	0	21	2	37	0	28	32	3	0	0	37	21	0	182	1984
5:20 PM	0	0	1	0	25	4	50	0	26	19	0	0	0	24	14	0	163	1979
5:25 PM	0	2	0	0	27	4	36	0	29	28	1	0	1	27	19	0	174	1988
5:30 PM	0	2	0	0	32	0	44	0	34	23	4	0	0	32	15	0	186	2012
5:35 PM	2	3	1	0	22	0	57	0	27	28	2	0	0	38	19	0	199	2073
5:40 PM	0	2	0	0	26	2	49	0	22	29	2	0	0	29	25	0	186	2088
5:45 PM	0	1	0	0	23	1	32	0	33	24	1	0	1	34	21	0	171	2081
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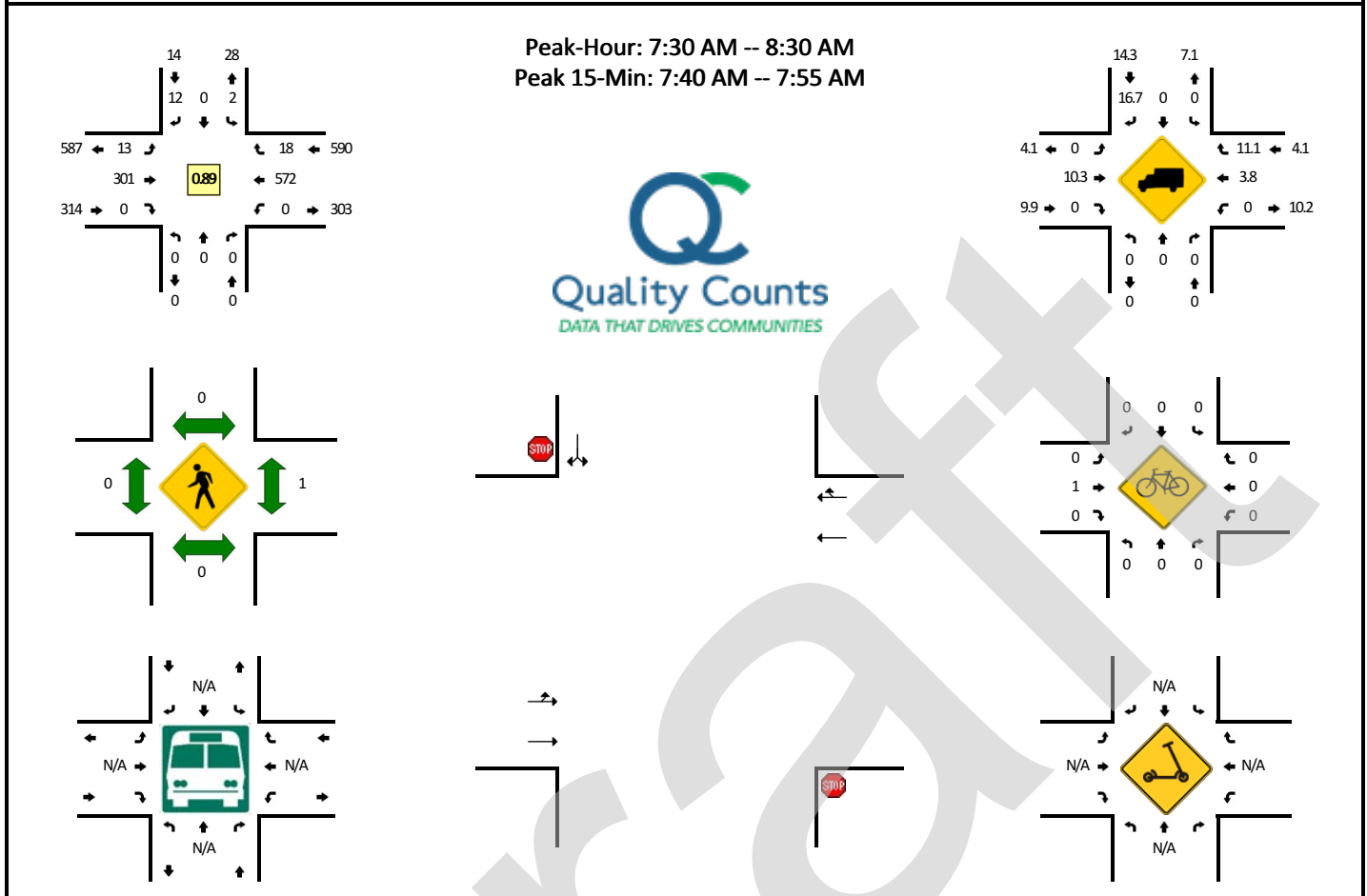
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	28	4	0	320	8	600	0	332	320	32	0	0	396	236	0	2284
Heavy Trucks	4	0	0		8	0	12		0	0	4		0	4	0		32
Buses																	
Pedestrians		0				0				8				0			8
Bicycles	0	0	0		0	0	8		0	4	0		0	0	0		12
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE 119th Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932003
DATE: Wed, Oct 26 2022

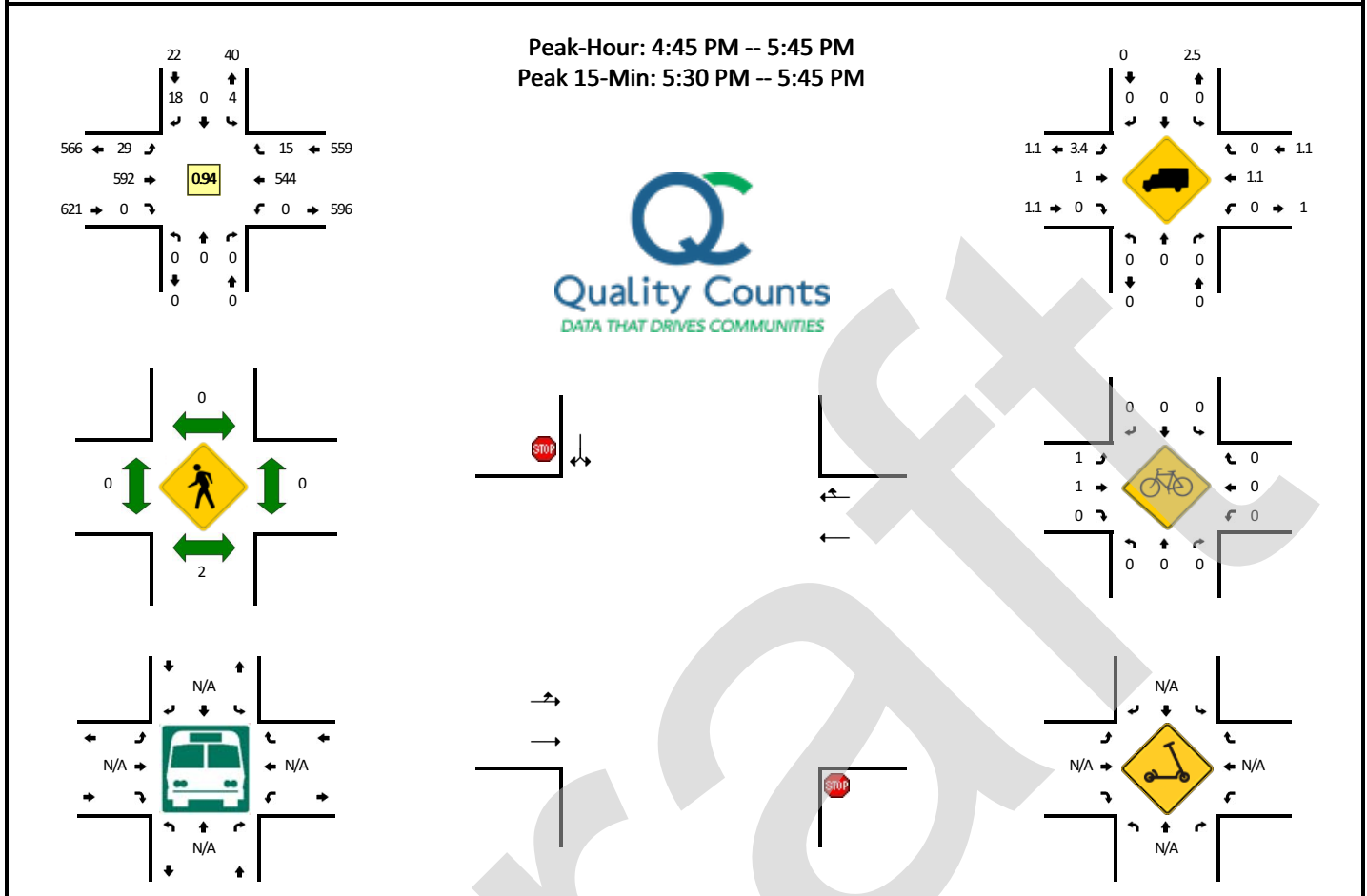


5-Min Count Period Beginning At	SE 119th Ave (Northbound)				SE 119th Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	25	1	0	39	
7:05 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	35	3	0	48	
7:10 AM	0	0	0	0	0	0	3	0	0	8	0	1	0	24	1	0	37	
7:15 AM	0	0	0	0	0	0	1	0	1	17	0	1	0	28	0	0	48	
7:20 AM	0	0	0	0	0	0	3	0	1	21	0	0	0	38	0	0	63	
7:25 AM	0	0	0	0	1	0	0	0	0	16	0	0	0	36	0	0	53	
7:30 AM	0	0	0	0	0	0	1	0	1	29	0	0	0	51	1	0	83	
7:35 AM	0	0	0	0	0	0	0	0	1	16	0	1	0	44	2	0	64	
7:40 AM	0	0	0	0	0	0	1	0	0	15	0	0	0	64	0	0	80	
7:45 AM	0	0	0	0	1	0	1	0	2	22	0	0	0	55	2	0	83	
7:50 AM	0	0	0	0	0	0	1	0	0	18	0	1	0	75	1	0	96	
7:55 AM	0	0	0	0	0	0	2	0	2	26	0	0	0	46	2	0	78	772
8:00 AM	0	0	0	0	0	0	0	0	1	20	0	1	0	48	2	0	72	805
8:05 AM	0	0	0	0	0	0	2	0	1	20	0	0	0	45	4	0	72	829
8:10 AM	0	0	0	0	1	0	1	0	0	27	0	0	0	31	1	0	61	853
8:15 AM	0	0	0	0	0	0	0	0	1	30	0	0	0	35	2	0	68	873
8:20 AM	0	0	0	0	0	0	2	0	0	50	0	0	0	43	1	0	96	906
8:25 AM	0	0	0	0	0	0	1	0	1	28	0	0	0	35	0	0	65	918
8:30 AM	0	0	0	0	0	0	1	0	1	24	0	0	0	41	1	1	69	904
8:35 AM	0	0	0	0	1	0	2	0	2	17	0	0	0	50	1	1	74	914
8:40 AM	0	0	0	0	0	0	2	0	5	23	0	0	0	51	0	0	81	915
8:45 AM	0	0	0	0	0	0	2	0	0	28	0	1	0	41	2	1	75	907
8:50 AM	0	0	0	0	0	0	1	0	1	26	0	0	0	40	0	0	68	879
8:55 AM	0	0	0	0	1	0	1	0	1	23	0	0	0	41	0	0	67	868
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	12	0	8	220	0	4	0	776	12	0	1036	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	0	0	0	20	0	0	36	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: SE 119th Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932004
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE 119th Ave (Northbound)				SE 119th Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	0	0	1	0	2	44	0	0	0	28	0	0	75	
3:05 PM	0	0	0	0	0	0	4	0	4	42	0	1	0	38	2	1	92	
3:10 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	32	0	0	80	
3:15 PM	0	0	0	0	0	0	1	0	0	34	0	0	0	25	0	0	60	
3:20 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	41	2	0	86	
3:25 PM	0	0	0	0	1	0	2	0	5	32	0	0	0	49	1	0	90	
3:30 PM	0	0	0	0	0	0	1	0	1	33	0	0	0	52	0	0	87	
3:35 PM	0	0	0	0	1	0	3	0	2	52	0	0	0	40	1	1	100	
3:40 PM	0	0	0	0	0	0	2	0	0	44	0	0	0	32	1	0	79	
3:45 PM	0	0	0	0	0	0	1	0	0	38	0	0	0	25	0	0	64	
3:50 PM	0	0	0	0	0	0	0	0	3	32	0	1	0	32	1	0	69	
3:55 PM	0	0	0	0	0	0	1	0	2	37	0	0	0	25	1	0	66	948
4:00 PM	0	0	0	0	0	0	1	0	2	48	0	0	0	41	0	0	92	965
4:05 PM	0	0	0	0	0	0	0	0	2	49	0	0	0	27	3	0	81	954
4:10 PM	0	0	0	0	0	0	1	0	3	44	0	0	0	45	0	2	95	969
4:15 PM	0	0	0	0	0	0	1	0	1	55	0	0	0	31	1	0	89	998
4:20 PM	0	0	0	0	0	0	0	0	4	49	0	1	0	35	0	0	89	1001
4:25 PM	0	0	0	0	0	0	0	0	2	55	0	0	0	31	0	0	88	999
4:30 PM	0	0	0	0	0	0	2	0	3	52	0	0	0	44	1	0	102	1014
4:35 PM	0	0	0	0	0	0	1	0	2	40	0	0	0	42	0	0	85	999
4:40 PM	0	0	0	0	0	0	0	0	1	56	0	0	0	42	0	0	99	1019
4:45 PM	0	0	0	0	1	0	1	0	3	48	0	1	0	52	5	0	111	1066
4:50 PM	0	0	0	0	0	0	3	0	3	56	0	2	0	29	1	0	94	1091
4:55 PM	0	0	0	0	0	0	1	0	4	37	0	0	0	40	0	0	82	1107
5:00 PM	0	0	0	0	1	0	1	0	1	49	0	0	0	45	0	0	97	1112
5:05 PM	0	0	0	0	0	0	2	0	4	48	0	0	0	39	1	0	94	1125
5:10 PM	0	0	0	0	1	0	2	0	1	51	0	0	0	38	1	0	94	1124
5:15 PM	0	0	0	0	0	0	1	0	1	57	0	0	0	54	2	0	115	1150
5:20 PM	0	0	0	0	0	0	0	0	3	41	0	1	0	45	1	0	91	1152
5:25 PM	0	0	0	0	1	0	1	0	0	54	0	0	0	46	1	0	103	1167
5:30 PM	0	0	0	0	0	0	2	0	2	47	0	0	0	43	0	0	94	1159
5:35 PM	0	0	0	0	0	0	2	0	3	47	0	0	0	59	2	0	113	1187
5:40 PM	0	0	0	0	0	0	2	0	0	57	0	0	0	54	1	0	114	1202
5:45 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	55	0	0	103	1194
5:50 PM	0	0	0	0	0	0	1	0	2	40	0	0	0	41	1	0	85	1185
5:55 PM	0	0	0	0	0	0	0	0	2	47	0	1	0	48	1	0	99	1202

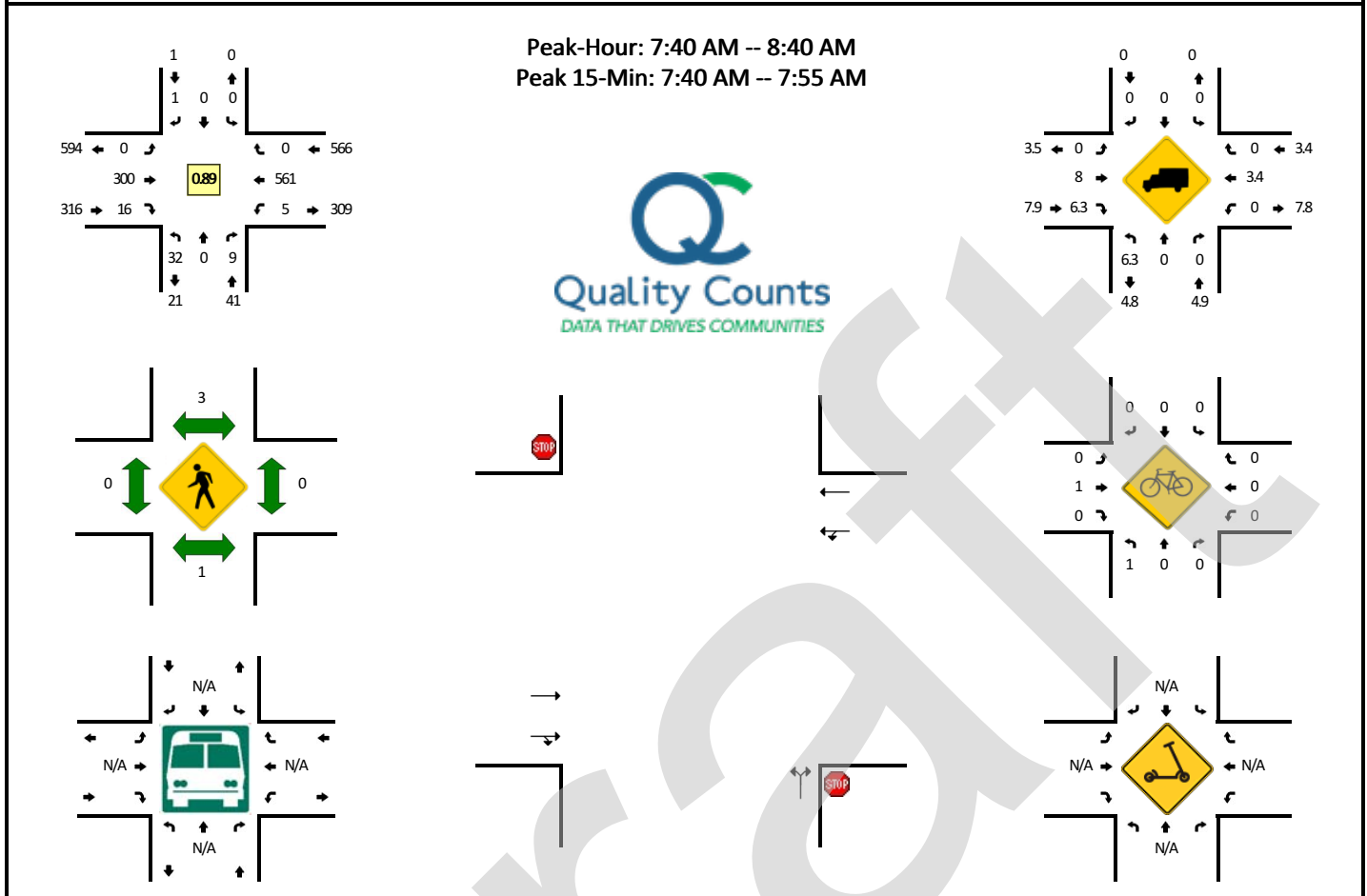
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	24	0	20	604	0	0	0	624	12	0	1284
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		4	0	0		0	0	0		4
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE 121st Ave -- SE McGilivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932005
DATE: Wed, Oct 26 2022

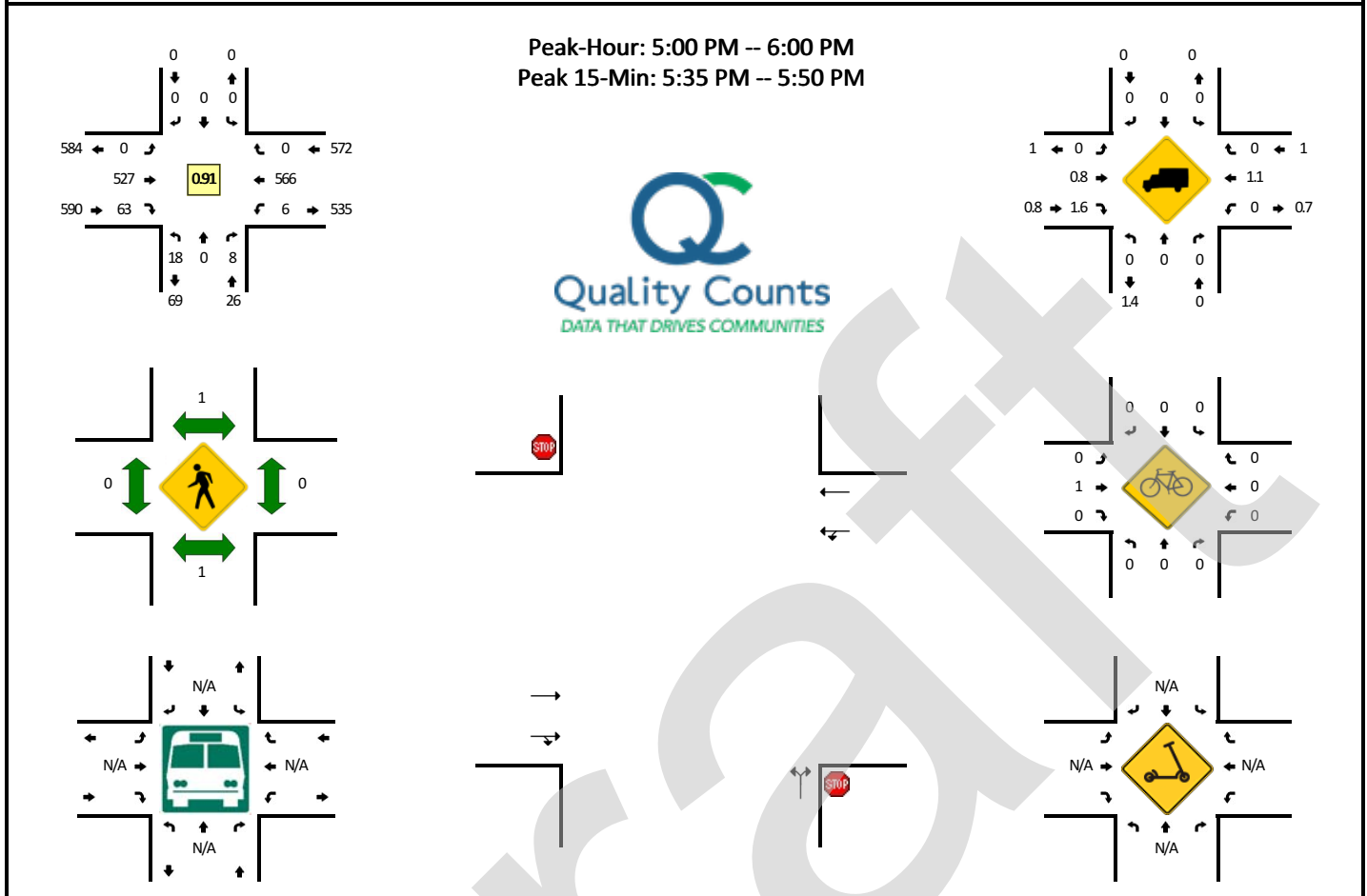


5-Min Count Period Beginning At	SE 121st Ave (Northbound)				SE 121st Ave (Southbound)				SE McGilivray Blvd (Eastbound)				SE McGilivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	0	0	0	0	0	0	0	12	1	0	0	24	0	0	39	
7:05 AM	5	0	0	0	0	0	0	0	0	8	0	0	0	32	0	0	45	
7:10 AM	2	0	0	0	0	0	0	0	0	8	1	0	0	24	0	0	35	
7:15 AM	0	0	1	0	0	0	0	0	0	17	0	0	0	29	0	0	47	
7:20 AM	5	0	0	0	0	0	0	0	0	19	0	0	0	30	0	0	54	
7:25 AM	0	0	0	0	0	0	0	0	0	20	0	1	0	33	0	0	54	
7:30 AM	4	0	1	0	0	0	0	0	0	29	0	0	0	49	0	0	83	
7:35 AM	2	0	0	0	0	0	0	0	0	16	0	0	0	43	0	0	61	
7:40 AM	3	0	1	0	0	0	0	0	0	15	1	0	0	66	0	0	86	
7:45 AM	2	0	2	0	0	0	0	0	0	15	3	0	0	55	0	0	77	
7:50 AM	6	0	0	0	0	0	0	0	0	22	0	0	2	67	0	0	97	
7:55 AM	2	0	1	0	0	0	0	0	0	25	1	0	0	44	0	0	73	751
8:00 AM	2	0	1	0	0	0	0	0	0	21	0	0	0	51	0	0	75	787
8:05 AM	3	0	0	0	0	0	0	0	0	28	1	0	1	42	0	0	75	817
8:10 AM	3	0	1	0	0	0	0	0	0	27	2	0	0	29	0	0	62	844
8:15 AM	2	0	0	0	0	0	0	0	0	30	1	0	0	34	0	0	67	864
8:20 AM	3	0	1	0	0	0	0	0	0	47	2	0	0	42	0	0	95	905
8:25 AM	1	0	1	0	0	0	0	0	0	27	4	0	1	38	0	0	72	923
8:30 AM	1	0	1	0	0	0	1	0	0	25	1	0	0	42	0	0	71	911
8:35 AM	4	0	0	0	0	0	0	0	0	18	0	0	1	51	0	0	74	924
8:40 AM	2	0	1	0	0	0	0	0	0	21	0	0	0	46	1	0	71	909
8:45 AM	1	0	0	1	0	0	0	0	0	20	7	0	0	41	0	0	70	902
8:50 AM	1	0	1	0	0	0	0	0	0	28	2	0	1	43	0	0	76	881
8:55 AM	1	0	2	0	0	0	0	0	0	18	3	0	0	36	0	0	60	868
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	0	12	0	0	0	0	0	0	208	16	0	8	752	0	0	1040	
Heavy Trucks	4	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	36	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: SE 121st Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932006
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE 121st Ave (Northbound)				SE 121st Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	2	0	0	0	0	0	0	0	0	38	4	0	1	30	0	0	75	
3:05 PM	0	0	0	0	0	0	0	0	0	46	0	0	2	40	0	0	88	
3:10 PM	2	0	1	0	0	0	0	0	0	42	6	0	1	27	0	0	79	
3:15 PM	1	0	0	0	0	0	0	0	0	29	5	0	2	26	0	0	63	
3:20 PM	4	0	1	0	0	0	0	0	0	36	5	0	1	42	0	0	89	
3:25 PM	1	0	0	0	0	0	0	0	0	36	0	0	0	45	0	0	82	
3:30 PM	7	0	2	0	0	0	0	0	0	25	4	0	0	48	0	0	86	
3:35 PM	2	0	1	0	0	0	0	0	0	43	7	0	0	38	0	0	91	
3:40 PM	0	0	1	0	0	0	0	0	0	44	3	1	0	28	0	0	77	
3:45 PM	1	0	0	0	0	0	0	0	0	29	4	1	0	27	0	0	62	
3:50 PM	1	0	1	0	0	0	0	0	0	32	4	0	0	29	0	0	67	
3:55 PM	4	0	3	0	0	0	0	0	0	39	0	0	1	21	0	0	68	927
4:00 PM	0	0	1	0	0	0	0	0	0	45	2	1	0	41	0	0	90	942
4:05 PM	2	0	1	0	0	0	0	0	0	45	0	1	0	32	0	0	81	935
4:10 PM	0	0	1	0	0	0	0	0	0	40	3	1	2	39	0	0	86	942
4:15 PM	4	0	0	0	0	0	0	0	0	52	8	0	0	31	0	0	95	974
4:20 PM	1	0	0	0	0	0	0	0	0	44	2	0	0	33	0	0	80	965
4:25 PM	1	0	1	0	0	0	0	0	0	49	5	0	1	33	0	0	90	973
4:30 PM	4	0	0	0	0	0	0	0	0	48	3	0	3	35	0	0	93	980
4:35 PM	2	0	1	0	0	0	0	0	0	42	4	0	0	42	0	0	91	980
4:40 PM	1	0	1	0	0	0	0	0	0	49	6	1	0	45	0	0	103	1006
4:45 PM	6	0	0	0	0	0	0	0	0	46	5	1	0	46	0	0	104	1048
4:50 PM	3	0	1	0	0	0	0	0	0	50	4	1	0	28	0	0	87	1068
4:55 PM	4	0	1	0	0	0	0	0	0	42	0	1	0	34	0	0	82	1082
5:00 PM	3	0	0	0	0	0	0	0	0	48	4	0	1	44	0	0	100	1092
5:05 PM	1	0	0	0	0	0	0	0	0	42	6	0	1	41	0	0	91	1102
5:10 PM	0	0	1	0	0	0	0	0	0	49	3	0	0	40	0	0	93	1109
5:15 PM	1	0	1	0	0	0	0	0	0	51	5	0	1	54	0	0	113	1127
5:20 PM	0	0	1	0	0	0	0	0	0	33	8	0	1	45	0	0	88	1135
5:25 PM	2	0	0	0	0	0	0	0	0	51	5	0	1	44	0	0	103	1148
5:30 PM	1	0	1	0	0	0	0	0	0	40	4	0	0	43	0	0	89	1144
5:35 PM	1	0	0	0	0	0	0	0	0	49	2	0	0	60	0	0	112	1165
5:40 PM	3	0	1	0	0	0	0	0	0	48	6	0	0	49	0	0	107	1169
5:45 PM	0	0	0	0	0	0	0	0	0	41	10	0	0	55	0	0	106	1171
5:50 PM	2	0	0	0	0	0	0	0	0	30	7	0	1	40	0	0	80	1164
5:55 PM	4	0	3	0	0	0	0	0	0	45	3	0	0	51	0	0	106	1188

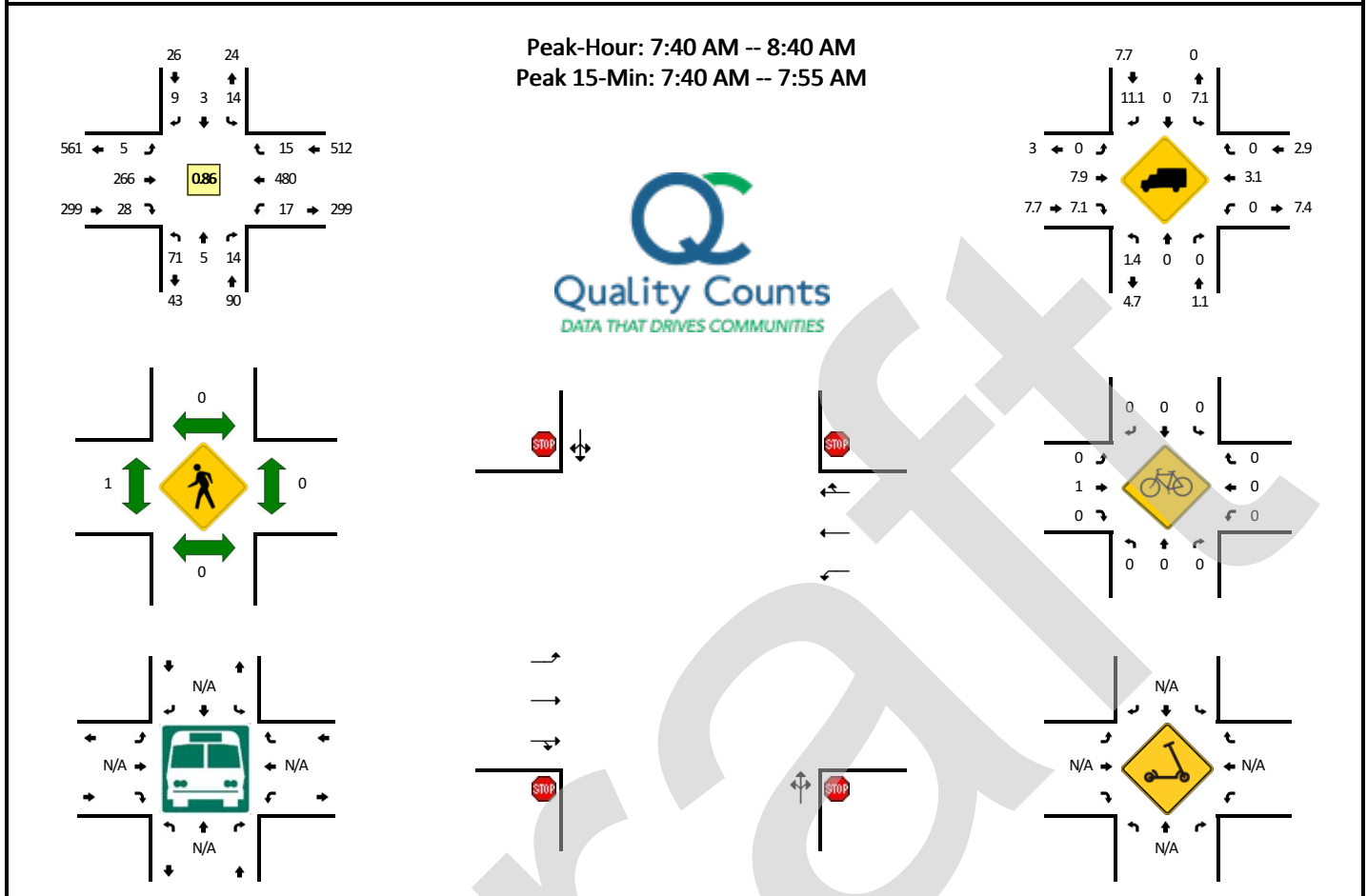
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	4	0	0	0	0	0	0	552	72	0	0	656	0	0	1300
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	8	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE 125th Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932007
DATE: Wed, Oct 26 2022

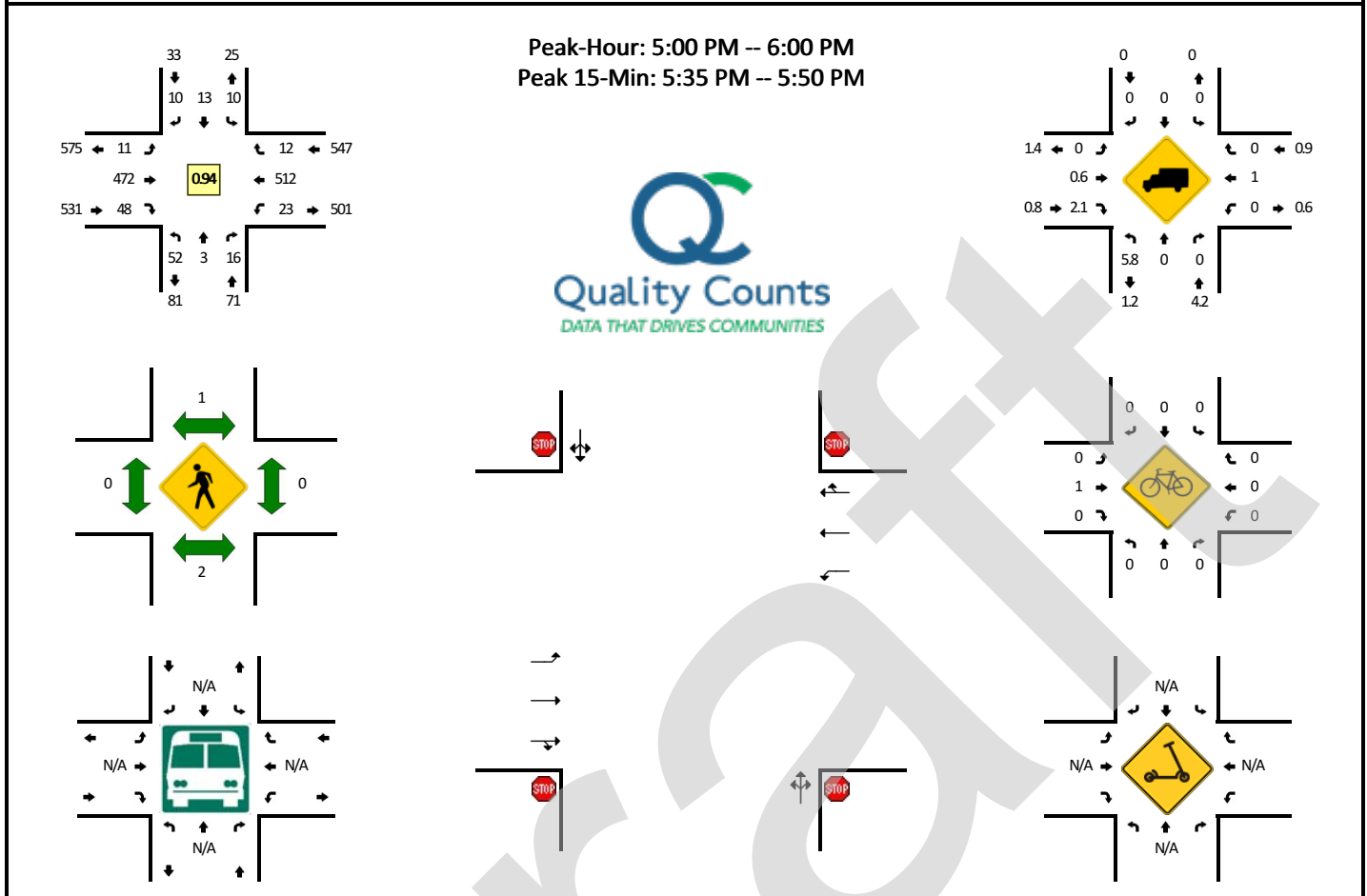


5-Min Count Period Beginning At	SE 125th Ave (Northbound)				SE 125th Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	1	0	0	1	0	2	0	0	10	1	0	1	19	0	1	39	
7:05 AM	4	1	0	0	2	0	0	0	0	8	0	0	0	24	0	0	39	
7:10 AM	6	2	2	0	1	1	2	0	0	11	0	0	0	18	0	0	43	
7:15 AM	3	0	0	0	1	0	0	0	1	16	0	0	0	26	2	0	49	
7:20 AM	4	1	0	0	0	0	1	0	0	17	2	0	0	26	0	0	51	
7:25 AM	3	0	0	0	0	0	1	0	0	21	0	0	0	29	1	0	55	
7:30 AM	8	0	0	0	1	0	0	0	0	24	4	0	0	42	0	0	80	
7:35 AM	11	0	4	0	0	0	1	0	0	14	0	0	0	33	1	1	65	
7:40 AM	4	0	1	0	0	0	0	0	0	15	0	0	1	62	1	0	84	
7:45 AM	3	0	6	0	2	0	1	0	0	18	0	1	0	51	0	0	82	
7:50 AM	9	0	2	0	0	1	1	0	0	24	1	0	1	57	7	1	104	
7:55 AM	2	0	0	0	1	0	0	0	0	21	3	0	2	41	3	1	74	765
8:00 AM	11	0	1	0	1	0	1	0	0	17	3	0	3	45	1	0	83	809
8:05 AM	7	0	0	0	1	0	1	0	0	18	1	0	0	34	0	1	63	833
8:10 AM	4	1	0	0	2	0	1	0	0	22	3	0	3	17	1	1	55	845
8:15 AM	4	1	1	0	3	0	0	0	0	28	4	0	0	33	2	0	76	872
8:20 AM	5	0	0	0	1	1	1	0	1	37	4	0	0	37	0	0	87	908
8:25 AM	6	2	1	0	0	0	1	0	1	29	4	0	0	26	0	1	71	924
8:30 AM	6	1	0	0	3	0	1	0	0	25	3	0	2	33	0	0	74	918
8:35 AM	10	0	2	0	0	1	1	0	2	12	2	0	0	44	0	0	74	927
8:40 AM	10	0	0	0	2	0	1	0	0	18	2	0	0	36	2	1	72	915
8:45 AM	4	1	3	0	1	0	0	0	0	18	4	0	1	36	3	0	71	904
8:50 AM	6	1	2	0	0	1	2	0	0	27	3	0	3	35	0	0	80	880
8:55 AM	3	1	2	0	0	1	1	0	0	17	4	1	2	32	1	0	65	871
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	64	0	36	0	8	4	8	0	0	228	4	4	8	680	32	4	1080	
Heavy Trucks	0	0	0	0	0	0	0	0	0	20	0	0	0	16	0	0	36	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: SE 125th Ave -- SE McGilivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932008
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE 125th Ave (Northbound)				SE 125th Ave (Southbound)				SE McGilivray Blvd (Eastbound)				SE McGilivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	2	0	1	0	1	0	0	0	1	26	3	1	1	28	6	2	72	
3:05 PM	3	1	1	0	2	0	0	0	0	47	7	1	1	37	2	0	102	
3:10 PM	4	0	0	0	2	1	1	0	0	34	4	0	0	22	2	1	71	
3:15 PM	0	0	1	0	2	1	0	0	0	31	4	0	2	29	0	1	71	
3:20 PM	4	1	2	0	2	2	0	0	0	31	5	0	2	44	3	0	96	
3:25 PM	3	0	1	0	2	0	1	0	1	25	10	0	0	40	2	0	85	
3:30 PM	6	0	0	0	0	0	0	0	0	24	3	0	5	40	2	0	80	
3:35 PM	3	1	2	0	1	0	1	0	0	40	3	0	0	35	0	0	86	
3:40 PM	4	0	1	0	0	1	0	0	1	39	5	0	2	24	3	0	80	
3:45 PM	3	0	1	0	2	1	1	0	0	29	1	2	3	22	0	0	65	
3:50 PM	5	0	0	1	0	0	0	0	0	26	4	0	3	23	3	2	67	
3:55 PM	2	3	2	0	0	2	0	0	1	37	4	0	4	23	2	0	80	955
4:00 PM	3	0	3	0	1	2	0	0	2	35	5	0	3	34	0	0	88	971
4:05 PM	5	0	1	0	1	0	0	0	1	45	3	0	2	29	1	0	88	957
4:10 PM	4	0	0	0	2	3	1	0	2	37	5	0	0	35	3	0	92	978
4:15 PM	7	2	4	0	4	2	0	0	1	45	8	0	3	27	2	0	105	1012
4:20 PM	3	1	0	0	1	3	1	0	0	35	5	1	1	28	1	0	80	996
4:25 PM	6	1	1	0	1	0	1	0	0	49	6	0	1	28	1	0	95	1006
4:30 PM	2	0	5	0	0	1	0	0	2	43	2	0	4	37	1	1	98	1024
4:35 PM	4	0	2	0	2	0	0	0	0	36	6	0	2	35	2	0	89	1027
4:40 PM	4	1	1	0	1	0	1	0	1	37	11	0	1	41	0	0	99	1046
4:45 PM	3	0	2	0	0	2	0	0	0	39	3	0	2	43	0	1	95	1076
4:50 PM	2	1	1	0	0	3	0	0	0	44	7	1	1	24	4	0	88	1097
4:55 PM	2	0	1	0	0	1	1	0	1	31	6	0	1	32	1	0	77	1094
5:00 PM	5	0	1	0	2	1	0	0	0	41	6	0	6	44	0	0	106	1112
5:05 PM	4	1	4	0	1	1	0	0	2	40	2	0	0	34	0	0	89	1113
5:10 PM	5	1	1	0	1	1	1	0	3	40	5	0	3	34	2	1	98	1119
5:15 PM	5	0	1	0	1	1	0	0	1	41	7	0	1	54	1	0	113	1127
5:20 PM	5	0	1	0	0	1	0	0	1	33	5	0	2	43	2	2	95	1142
5:25 PM	3	1	2	0	1	1	2	0	0	45	4	0	0	38	0	0	97	1144
5:30 PM	6	0	0	0	0	1	2	0	1	41	2	0	1	36	1	0	91	1137
5:35 PM	5	0	0	0	1	1	2	0	0	43	4	0	3	49	1	0	109	1157
5:40 PM	2	0	2	0	0	2	1	0	0	45	3	0	1	50	1	0	107	1165
5:45 PM	6	0	2	0	0	0	1	0	2	35	4	0	1	47	0	0	98	1168
5:50 PM	3	0	2	0	3	1	1	0	0	29	3	1	1	37	1	0	82	1162
5:55 PM	3	0	0	0	0	2	0	0	0	39	3	0	1	46	3	0	97	1182

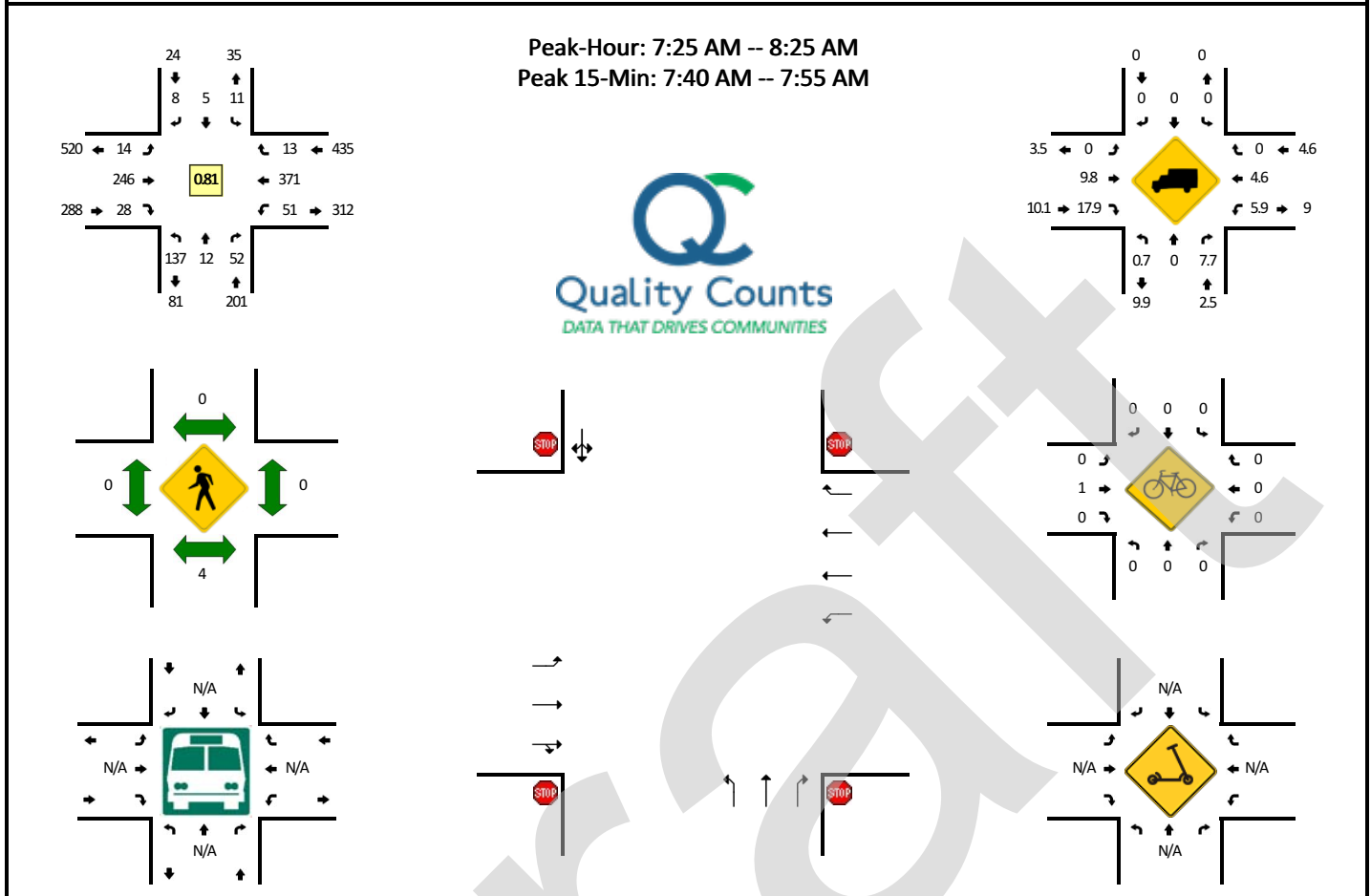
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	0	16	0	4	12	16	0	8	492	44	0	20	584	8	0	1256
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	12	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE 132nd Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932009
DATE: Wed, Oct 26 2022

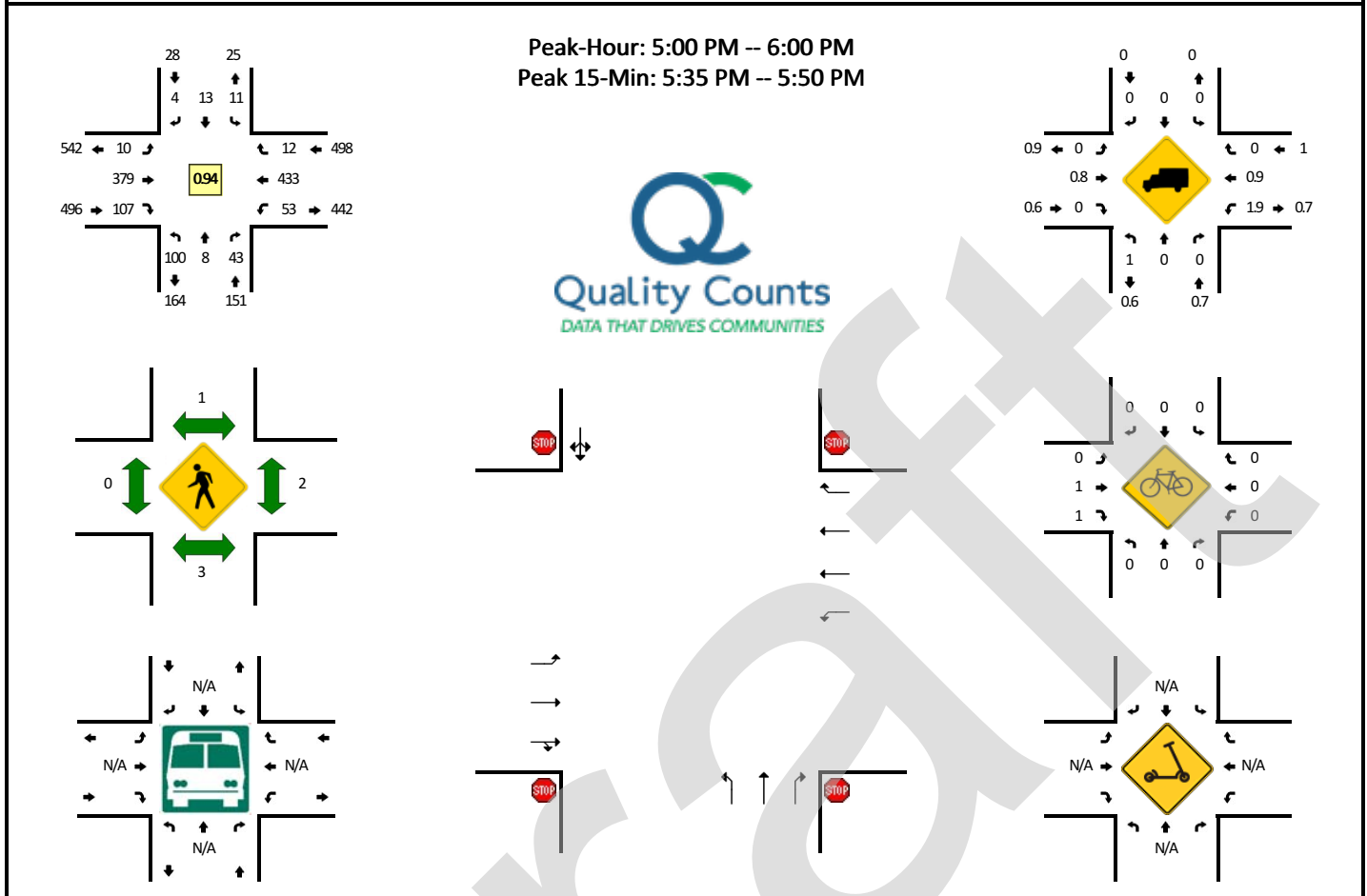


5-Min Count Period Beginning At	SE 132nd Ave (Northbound)				SE 132nd Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	2	0	0	0	0	0	0	11	1	0	0	14	0	0	37	
7:05 AM	7	0	1	0	0	0	1	0	2	4	4	0	2	14	0	0	35	
7:10 AM	5	1	2	0	0	1	0	0	0	11	4	1	0	13	0	2	40	
7:15 AM	8	0	2	0	0	0	1	0	2	8	3	0	2	22	0	1	49	
7:20 AM	5	2	0	0	0	0	0	0	2	11	4	0	2	14	0	1	41	
7:25 AM	15	1	4	0	2	1	1	0	2	18	1	0	1	19	2	1	68	
7:30 AM	9	1	7	0	0	0	1	0	2	22	2	0	3	29	1	0	77	
7:35 AM	12	3	5	0	1	0	1	0	0	15	2	1	3	29	0	0	72	
7:40 AM	17	0	5	0	0	1	1	0	0	11	6	0	6	43	0	0	90	
7:45 AM	16	1	10	0	0	1	0	0	1	20	4	0	1	35	0	0	89	
7:50 AM	17	1	4	0	1	0	1	0	1	25	2	2	5	51	3	0	113	
7:55 AM	10	0	2	0	1	0	0	0	2	18	0	1	8	35	1	1	79	790
8:00 AM	14	2	1	0	0	1	1	0	1	17	3	0	8	32	4	0	84	837
8:05 AM	5	2	3	0	0	0	0	0	0	21	0	0	2	21	0	0	54	856
8:10 AM	2	0	4	0	2	0	0	0	0	20	4	0	3	24	1	0	60	876
8:15 AM	10	1	3	0	2	0	2	0	0	29	2	0	6	24	0	0	79	906
8:20 AM	10	0	4	0	2	1	0	0	1	30	2	0	2	29	1	1	83	948
8:25 AM	5	1	5	0	2	2	0	0	0	25	5	0	1	14	3	0	63	943
8:30 AM	7	3	2	0	1	1	0	0	0	28	3	0	2	33	1	0	81	947
8:35 AM	6	2	3	0	0	1	1	0	0	14	1	0	4	36	3	0	71	946
8:40 AM	3	0	2	0	2	0	1	0	0	18	5	0	5	33	0	1	70	926
8:45 AM	8	1	2	0	0	0	0	0	0	18	5	0	7	34	0	0	75	912
8:50 AM	10	3	3	0	2	2	0	0	1	19	5	0	3	27	1	0	76	875
8:55 AM	10	0	4	0	1	1	0	0	1	19	4	0	9	23	0	1	73	869
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	200	8	76	0	4	8	8	0	8	224	48	8	48	516	12	0	1168	
Heavy Trucks	0	0	4		0	0	0		0	16	8		0	20	0		48	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: SE 132nd Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932010
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE 132nd Ave (Northbound)				SE 132nd Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	5	1	5	0	0	0	1	0	0	25	7	1	4	28	1	0	78	
3:05 PM	10	0	5	0	0	0	1	0	2	39	5	0	3	32	1	0	98	
3:10 PM	7	0	10	0	0	1	0	0	1	35	5	0	3	15	2	0	79	
3:15 PM	5	0	4	0	0	0	1	0	0	30	4	0	1	33	0	2	80	
3:20 PM	5	1	6	0	0	0	1	0	1	23	6	0	2	41	1	0	87	
3:25 PM	7	1	2	0	0	0	0	0	0	23	10	1	3	35	1	1	84	
3:30 PM	10	0	2	0	1	1	1	0	1	16	6	0	2	27	0	4	71	
3:35 PM	2	1	5	0	0	2	1	0	2	34	6	0	7	33	0	0	93	
3:40 PM	2	1	3	0	1	1	0	0	0	36	5	1	4	29	0	0	83	
3:45 PM	3	0	1	0	2	0	0	0	0	23	4	2	4	20	1	1	61	
3:50 PM	3	0	3	0	1	2	0	0	0	27	7	0	3	23	1	0	70	
3:55 PM	8	2	3	0	1	0	3	0	1	27	5	1	7	21	1	1	81	965
4:00 PM	7	0	4	0	3	0	1	0	1	33	6	1	3	29	2	2	92	979
4:05 PM	6	1	3	0	0	0	0	0	2	36	7	0	2	27	2	2	88	969
4:10 PM	9	0	2	0	3	2	1	0	1	36	4	1	4	26	0	1	90	980
4:15 PM	7	0	8	0	0	1	0	0	0	38	5	0	5	24	0	0	88	988
4:20 PM	6	0	6	0	0	0	0	0	0	33	7	2	6	23	1	2	86	987
4:25 PM	5	0	3	0	0	1	1	0	2	32	11	0	5	24	1	0	85	988
4:30 PM	10	0	3	0	0	0	2	0	1	35	15	0	3	33	1	1	104	1021
4:35 PM	11	1	3	0	0	0	1	0	0	38	5	1	5	25	1	0	91	1019
4:40 PM	9	0	4	0	1	2	0	0	1	24	7	0	4	34	1	1	88	1024
4:45 PM	9	0	5	0	1	1	0	0	1	26	11	0	2	34	0	0	90	1053
4:50 PM	8	0	2	0	1	1	1	0	1	46	8	0	5	24	0	0	97	1080
4:55 PM	5	2	4	0	1	0	2	0	0	17	11	2	9	31	1	0	85	1084
5:00 PM	9	1	5	0	2	3	0	0	0	34	8	0	3	36	2	2	105	1097
5:05 PM	9	2	5	0	1	1	0	0	0	33	9	0	4	22	0	0	86	1095
5:10 PM	5	0	2	0	1	1	0	0	0	30	9	1	4	39	0	0	92	1097
5:15 PM	7	0	3	0	1	0	0	0	1	36	8	0	2	42	1	1	102	1111
5:20 PM	9	1	5	0	0	3	2	0	0	29	8	0	3	41	2	1	104	1129
5:25 PM	3	0	5	0	2	1	0	0	3	31	11	1	6	34	1	0	98	1142
5:30 PM	9	0	1	0	0	1	0	0	0	30	9	0	5	34	0	0	89	1127
5:35 PM	11	1	4	0	1	1	1	0	0	37	12	0	3	36	2	1	110	1146
5:40 PM	8	1	3	0	2	0	0	0	1	31	11	0	2	43	0	0	102	1160
5:45 PM	8	0	4	0	1	1	0	0	0	31	9	1	4	38	2	0	99	1169
5:50 PM	13	2	3	0	0	0	0	0	0	30	5	0	2	29	2	2	88	1160
5:55 PM	9	0	3	0	0	1	1	0	0	27	8	2	6	39	0	2	98	1173

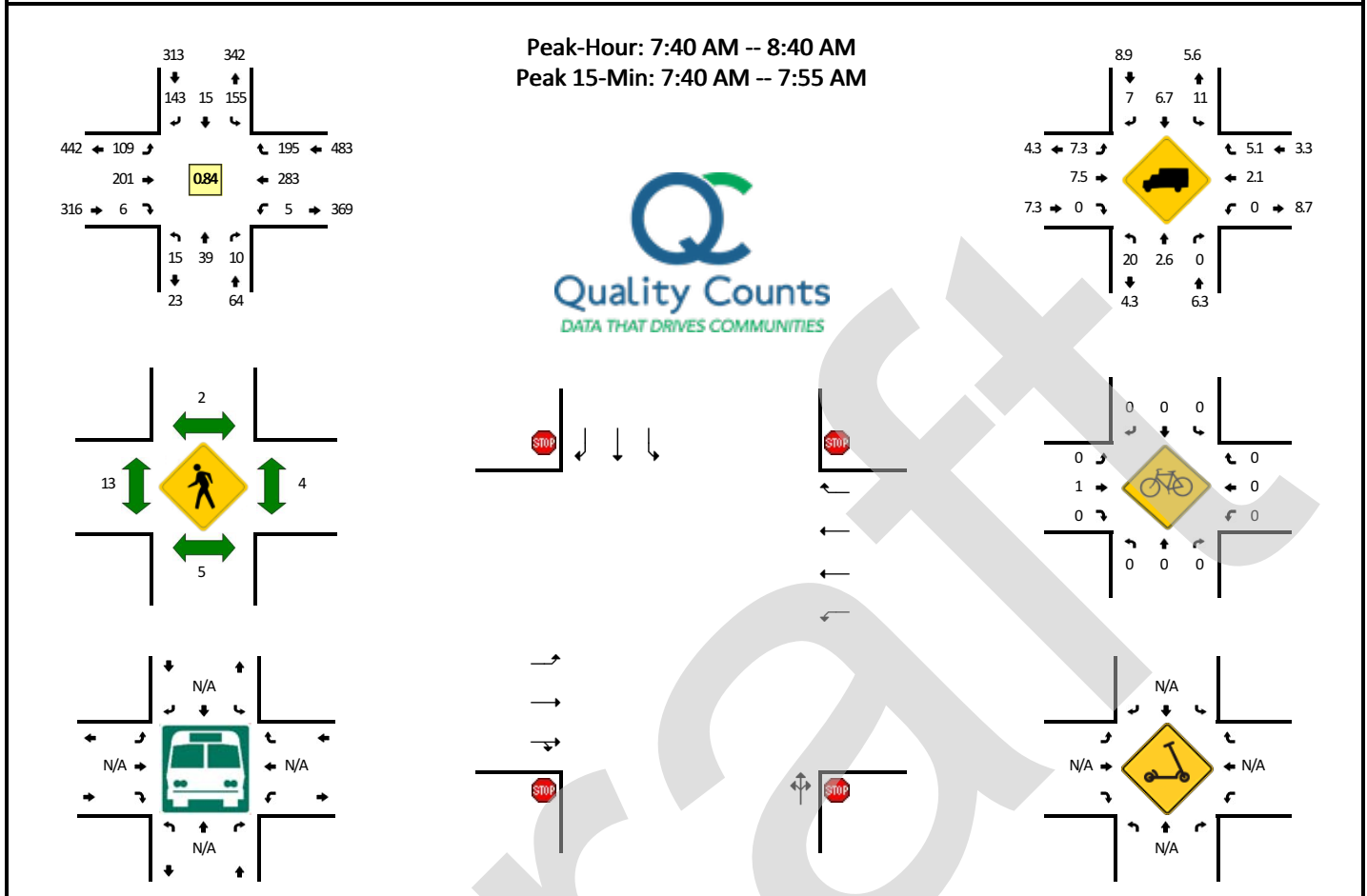
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	108	8	44	0	16	8	4	0	4	396	128	4	36	468	16	4	1244
Heavy Trucks	4	0	0		0	0	0		0	0	0		0	8	0		12
Buses																	
Pedestrians		4				4				0				0			8
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE 136th Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932011
DATE: Wed, Oct 26 2022

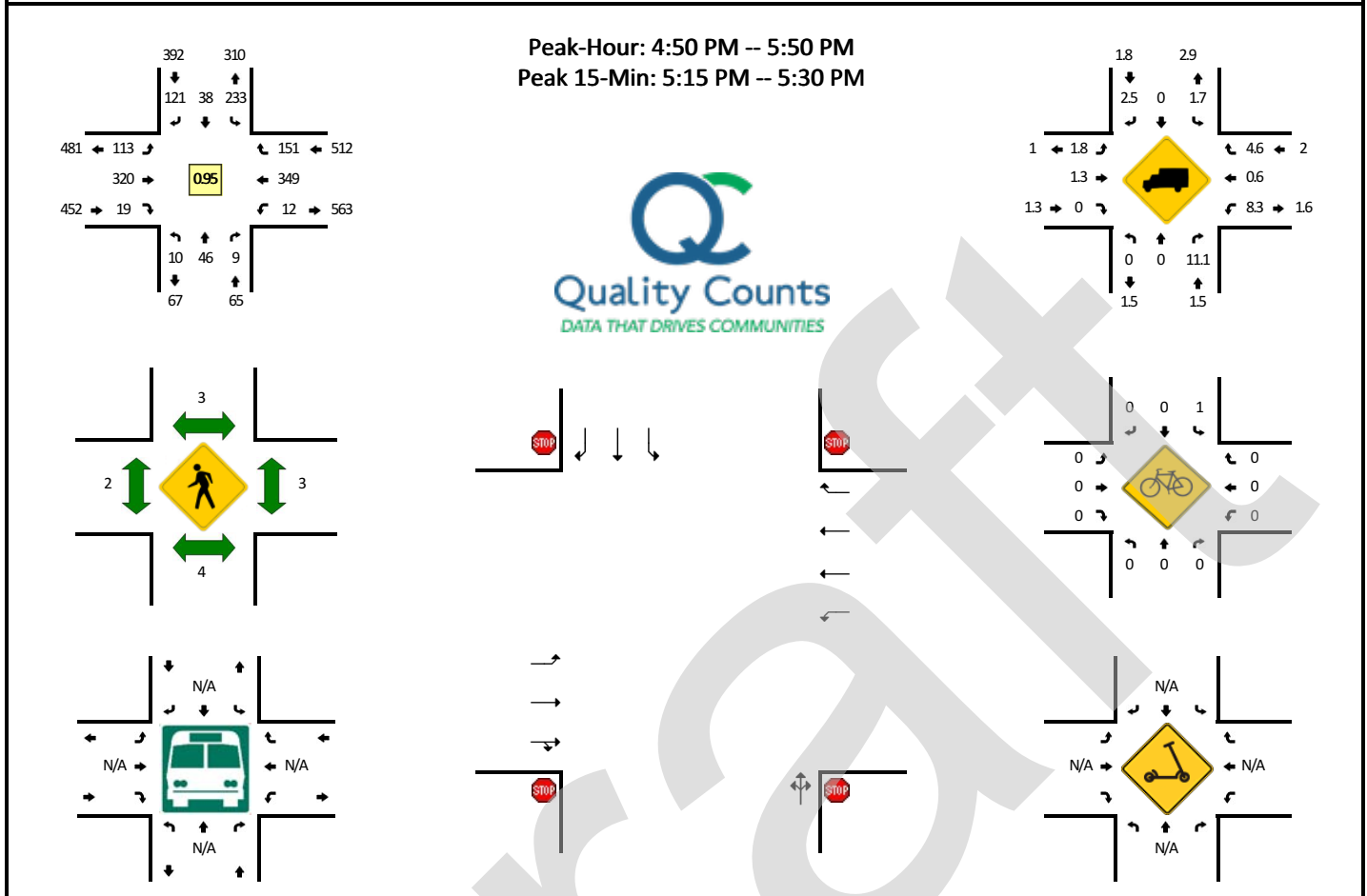


5-Min Count Period Beginning At	SE 136th Ave (Northbound)				SE 136th Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	10	2	0	0	5	10	0	0	0	16	7	0	51	
7:05 AM	1	0	0	0	5	3	3	0	2	3	0	0	0	10	12	1	40	
7:10 AM	2	4	0	0	5	0	2	0	5	7	2	1	0	12	8	0	48	
7:15 AM	3	3	1	0	10	2	4	0	4	7	0	0	0	15	12	0	61	
7:20 AM	4	3	0	0	7	0	6	0	3	6	1	0	0	13	11	0	54	
7:25 AM	2	3	0	0	9	0	8	0	9	6	1	1	0	13	9	0	61	
7:30 AM	2	4	2	0	8	3	6	0	16	12	1	0	0	21	17	0	92	
7:35 AM	1	2	0	0	8	1	12	0	8	13	0	0	0	28	16	0	89	
7:40 AM	2	4	0	0	7	2	18	0	15	2	0	0	0	25	29	0	104	
7:45 AM	2	5	0	0	17	3	15	0	22	5	1	0	0	21	18	0	109	
7:50 AM	0	5	1	0	21	1	27	0	15	11	2	0	0	33	21	0	137	
7:55 AM	1	1	0	0	13	2	22	0	10	14	1	0	0	15	14	0	93	939
8:00 AM	2	1	0	0	18	1	20	0	5	13	0	0	0	24	12	0	96	984
8:05 AM	2	4	0	0	9	2	1	0	4	19	0	0	0	20	12	0	73	1017
8:10 AM	2	2	1	0	9	1	5	0	9	18	0	0	0	16	10	0	73	1042
8:15 AM	1	4	1	0	11	1	12	0	7	22	0	0	0	22	14	0	95	1076
8:20 AM	0	4	2	0	19	2	5	0	8	31	1	0	0	23	13	1	109	1131
8:25 AM	0	6	0	0	11	0	1	0	6	28	0	0	0	19	22	1	94	1164
8:30 AM	2	2	4	0	13	0	7	0	1	24	1	1	1	29	14	1	100	1172
8:35 AM	1	1	1	0	7	0	10	0	6	14	0	0	1	36	16	0	93	1176
8:40 AM	3	3	0	0	9	0	6	0	5	13	1	0	0	32	26	0	98	1170
8:45 AM	1	3	0	0	8	1	4	0	4	22	0	0	0	28	12	1	84	1145
8:50 AM	1	1	1	0	8	3	8	0	5	16	0	0	0	21	9	0	73	1081
8:55 AM	0	0	0	0	7	2	11	0	13	10	1	0	0	25	8	0	77	1065
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	56	4	0	180	24	240	0	208	72	12	0	0	316	272	0	1400	
Heavy Trucks	4	0	0	0	20	4	20	0	20	4	0	0	0	4	8	0	84	
Buses																		
Pedestrians		8				4				44				8			64	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: SE 136th Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932012
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE 136th Ave (Northbound)				SE 136th Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	4	1	0	17	2	8	0	10	17	1	2	2	24	9	1	98	
3:05 PM	0	3	1	0	20	3	13	0	5	31	1	1	0	19	7	0	104	
3:10 PM	0	2	2	0	20	1	5	0	15	32	3	0	1	16	6	0	103	
3:15 PM	0	1	1	0	20	3	8	0	6	22	0	0	0	29	22	0	112	
3:20 PM	0	2	0	0	15	5	8	0	16	18	1	0	2	40	23	0	130	
3:25 PM	0	2	0	0	15	4	7	0	8	16	1	0	1	35	29	0	118	
3:30 PM	2	4	0	0	14	4	6	0	4	18	0	0	0	21	15	0	88	
3:35 PM	0	2	0	0	9	1	15	0	11	21	2	0	1	27	12	0	101	
3:40 PM	1	3	0	0	20	1	9	0	11	26	3	3	0	17	9	0	103	
3:45 PM	0	2	0	0	17	1	5	0	6	21	1	0	0	22	18	1	94	
3:50 PM	0	2	1	0	15	4	15	0	8	24	1	0	1	16	13	0	100	
3:55 PM	0	1	0	0	15	2	10	0	11	16	0	0	0	17	12	0	84	1235
4:00 PM	2	2	1	0	12	1	8	0	8	33	0	2	0	28	11	0	108	1245
4:05 PM	0	2	0	0	21	7	7	0	15	26	1	1	0	22	23	1	126	1267
4:10 PM	0	4	0	0	14	3	11	0	10	28	1	0	1	20	14	0	106	1270
4:15 PM	0	2	1	0	20	3	12	0	19	26	1	0	2	18	12	0	116	1274
4:20 PM	0	0	1	0	17	0	11	0	7	32	1	1	1	20	10	0	101	1245
4:25 PM	0	0	1	0	27	6	17	0	20	18	1	0	0	15	9	0	114	1241
4:30 PM	1	4	0	0	18	3	23	0	15	20	1	0	0	13	13	0	111	1264
4:35 PM	0	5	0	0	22	4	10	0	12	25	2	0	0	22	17	0	119	1282
4:40 PM	2	1	0	0	22	3	13	0	9	21	2	0	0	27	9	0	109	1288
4:45 PM	2	3	1	0	24	2	6	0	7	19	3	0	1	26	20	1	115	1309
4:50 PM	1	1	0	0	21	3	10	0	7	35	5	0	0	19	10	0	112	1321
4:55 PM	2	5	1	0	28	3	17	0	5	22	1	0	0	25	12	0	121	1358
5:00 PM	1	2	2	0	24	2	9	0	11	24	0	0	2	27	13	0	117	1367
5:05 PM	1	5	0	0	15	3	7	1	17	28	1	0	0	18	15	1	112	1353
5:10 PM	2	3	2	0	22	7	14	0	11	23	0	0	1	29	7	0	121	1368
5:15 PM	0	4	0	0	21	3	12	0	10	28	1	0	0	33	14	0	126	1378
5:20 PM	0	5	0	0	16	7	8	0	10	20	3	0	1	34	10	0	114	1391
5:25 PM	0	4	0	0	23	2	10	0	8	32	1	0	1	34	18	0	133	1410
5:30 PM	1	2	1	0	14	3	13	0	7	24	2	0	1	25	23	1	117	1416
5:35 PM	0	4	2	0	10	1	5	0	5	31	3	0	1	35	12	0	109	1406
5:40 PM	1	7	0	0	24	1	3	0	11	27	1	0	1	39	8	0	123	1420
5:45 PM	1	4	1	0	14	3	13	0	10	26	1	1	2	31	9	0	116	1421
5:50 PM	2	2	0	0	11	8	9	0	11	20	2	0	0	29	13	0	107	1416
5:55 PM	0	6	0	0	18	4	6	0	8	23	1	0	1	33	17	0	117	1412

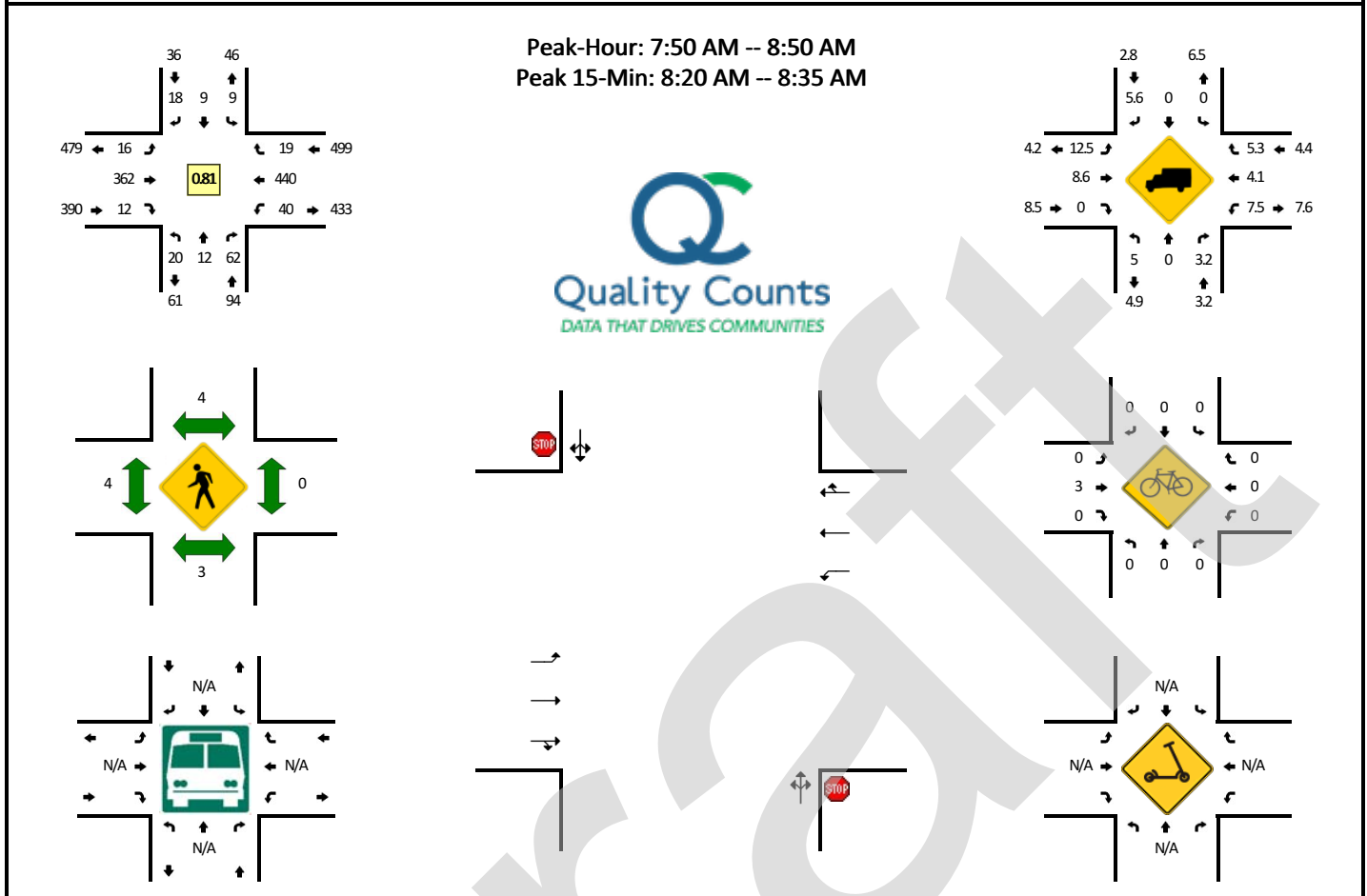
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	52	0	0	240	48	120	0	112	320	20	0	8	404	168	0	1492
Heavy Trucks	0	0	0		4	0	8		0	4	0		0	0	8		24
Buses																	
Pedestrians		4				0				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE 19th St -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932013
DATE: Wed, Oct 26 2022

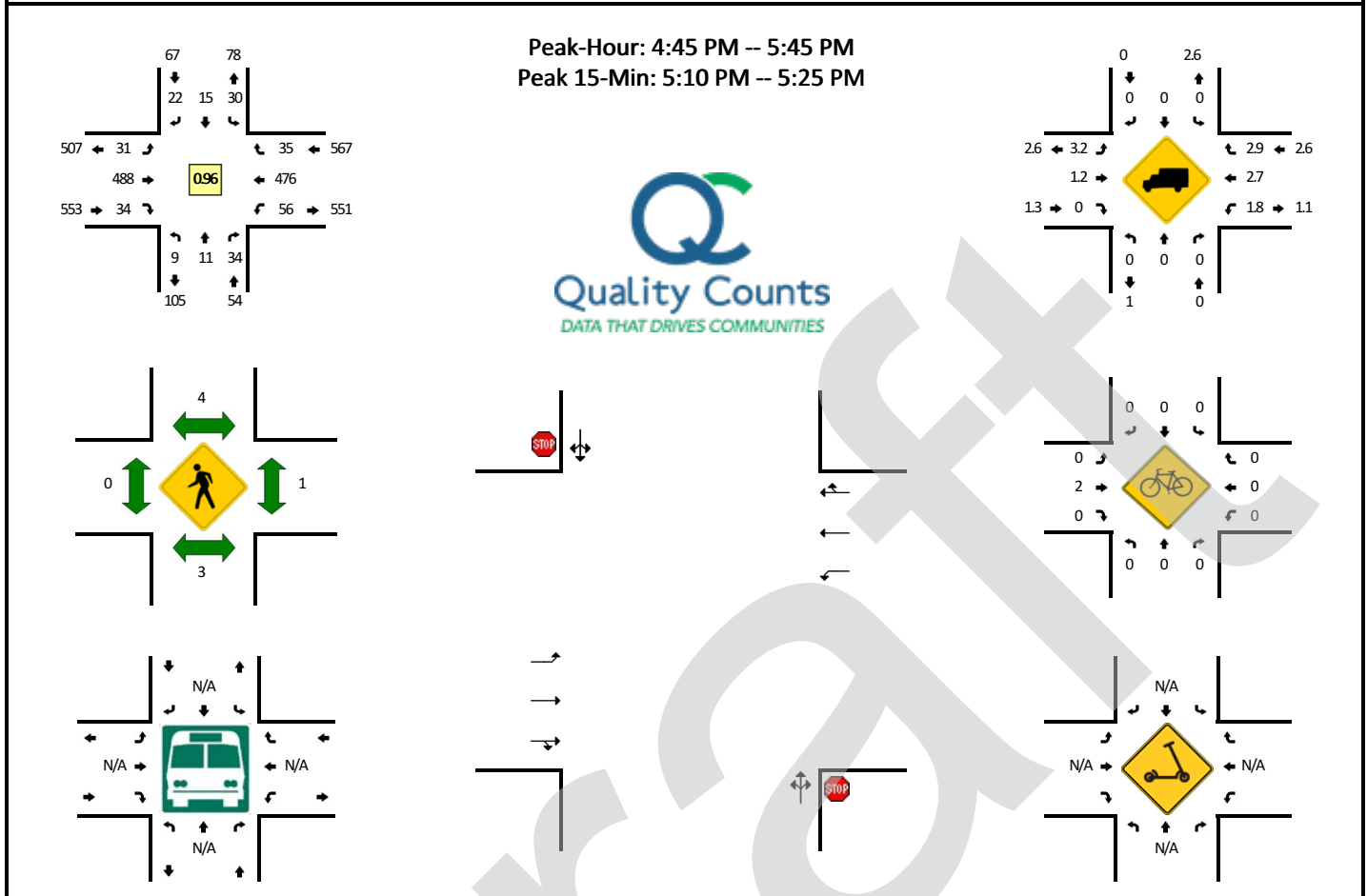


5-Min Count Period Beginning At	SE 19th St (Northbound)				SE 19th St (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	0	2	0	0	0	2	0	0	18	1	0	0	19	0	0	46	
7:05 AM	1	0	0	0	1	0	3	0	0	9	1	0	0	14	0	0	29	
7:10 AM	3	0	2	0	1	0	2	0	1	7	1	0	2	19	2	0	40	
7:15 AM	2	1	1	0	0	1	2	0	0	17	1	0	1	27	0	0	53	
7:20 AM	1	0	4	0	1	0	2	0	0	16	0	0	1	19	1	0	45	
7:25 AM	1	0	3	0	0	0	1	0	0	12	3	0	1	25	1	1	48	
7:30 AM	4	0	3	0	0	0	1	0	0	19	0	0	2	31	2	0	62	
7:35 AM	2	1	3	0	1	0	2	0	1	21	1	0	2	40	0	0	74	
7:40 AM	2	1	1	0	1	1	4	0	0	9	0	0	2	43	2	0	66	
7:45 AM	2	0	1	0	1	0	4	0	2	20	1	0	1	37	1	0	70	
7:50 AM	5	0	3	0	0	1	1	0	0	27	2	0	1	41	2	0	83	
7:55 AM	1	1	2	0	1	0	1	0	0	20	4	0	2	32	1	0	65	681
8:00 AM	1	0	5	0	1	0	1	0	1	32	1	0	1	31	1	0	75	710
8:05 AM	4	1	2	0	1	0	1	0	6	24	0	0	2	25	0	0	66	747
8:10 AM	0	1	7	0	1	1	1	0	1	27	0	0	2	29	2	0	72	779
8:15 AM	2	0	2	0	0	1	3	0	0	33	0	0	5	29	3	0	78	804
8:20 AM	0	0	15	0	0	2	2	0	1	49	0	0	5	31	2	0	107	866
8:25 AM	0	1	7	0	1	1	1	0	1	41	1	0	5	47	3	0	109	927
8:30 AM	2	5	7	0	1	2	0	0	0	37	2	0	2	39	0	0	97	962
8:35 AM	3	0	3	0	1	0	2	0	0	23	1	0	7	49	3	0	92	980
8:40 AM	2	2	5	0	2	1	1	0	1	19	1	0	4	54	0	0	92	1006
8:45 AM	0	1	4	0	0	0	4	0	4	30	0	1	4	33	2	0	83	1019
8:50 AM	2	0	0	0	2	0	2	0	2	20	2	0	1	28	2	0	61	997
8:55 AM	2	1	2	0	2	0	2	0	2	17	2	0	2	31	2	0	65	997
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	24	116	0	8	20	12	0	8	508	12	0	48	468	20	0	1252	
Heavy Trucks	0	0	0	0	0	0	4	0	0	36	0	0	0	24	0	0	64	
Buses																		
Pedestrians		4				12				0				0			16	
Bicycles	0	0	0		0	0	0		0	8	0		0	0	0		8	
Scooters																		

Comments:

LOCATION: SE 19th St -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932014
DATE: Wed, Oct 26 2022



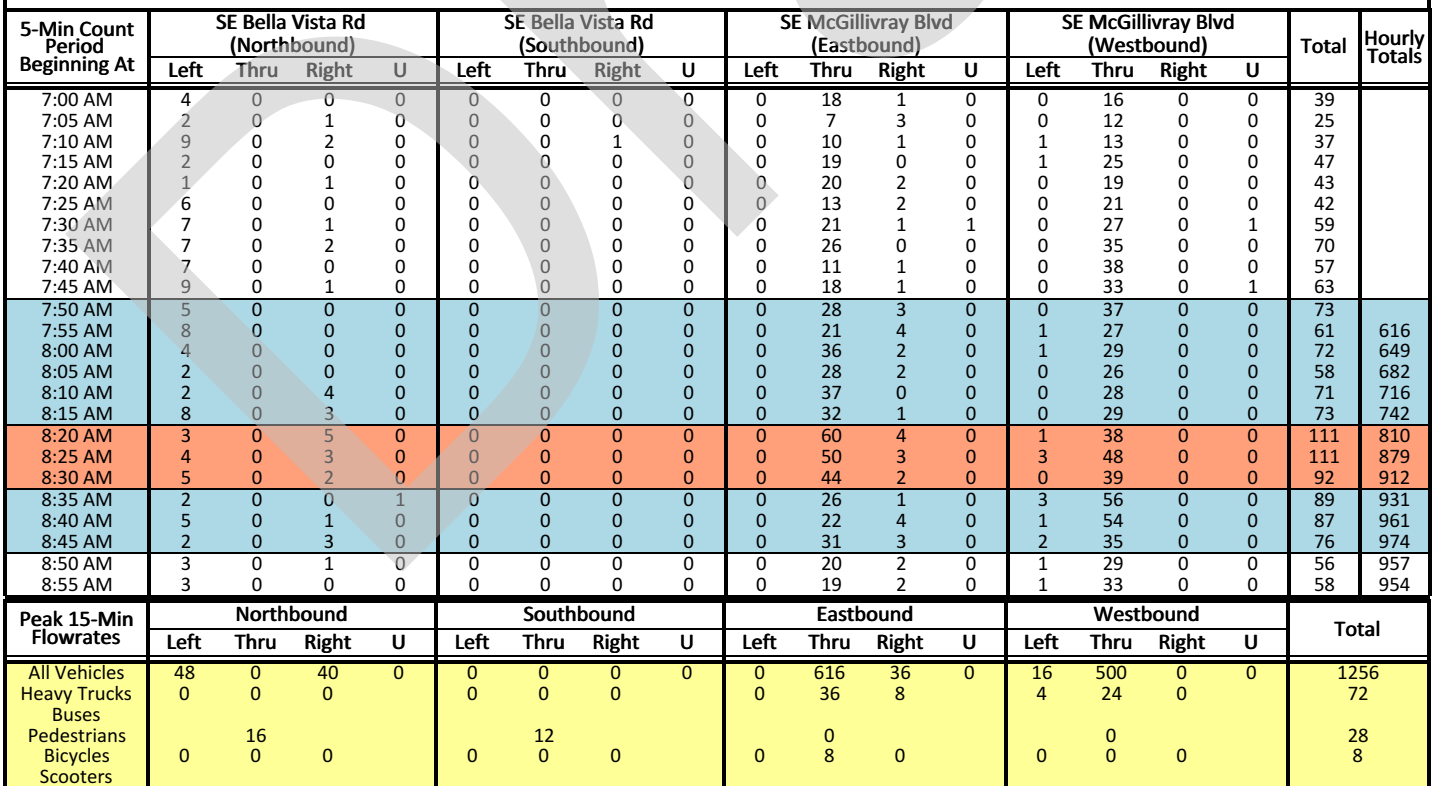
5-Min Count Period Beginning At	SE 19th St (Northbound)				SE 19th St (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	2	0	4	0	1	0	2	0	0	33	3	0	2	32	4	0	83	
3:05 PM	0	0	3	0	0	0	1	0	3	45	0	0	2	24	1	0	79	
3:10 PM	0	1	4	0	0	0	4	0	2	51	1	0	3	26	0	0	92	
3:15 PM	0	0	3	0	2	2	1	0	4	33	2	1	6	59	3	0	116	
3:20 PM	1	0	2	0	0	0	3	0	1	36	3	0	4	49	1	0	100	
3:25 PM	0	0	3	0	1	2	1	0	1	28	1	0	10	60	2	0	109	
3:30 PM	0	0	4	0	2	0	1	0	0	31	1	0	2	35	7	0	83	
3:35 PM	1	0	4	0	4	0	1	0	2	28	0	2	6	33	1	0	82	
3:40 PM	2	0	2	0	1	0	2	0	4	37	2	0	1	22	0	0	73	
3:45 PM	0	0	5	0	1	0	1	0	3	33	2	1	3	41	4	0	94	
3:50 PM	1	0	4	0	3	0	0	0	1	32	3	0	1	30	0	0	75	
3:55 PM	1	1	2	0	2	0	1	0	1	31	2	1	4	24	2	0	72	1058
4:00 PM	0	2	2	0	0	1	1	0	3	38	1	0	6	37	3	0	94	1069
4:05 PM	1	0	4	0	0	0	3	0	2	33	4	0	2	46	1	0	96	1086
4:10 PM	0	1	2	0	3	1	2	0	1	38	3	0	1	34	0	0	86	1080
4:15 PM	0	0	6	0	1	0	2	0	2	46	1	0	6	30	2	0	96	1060
4:20 PM	3	0	1	0	3	1	3	0	2	42	3	0	3	24	2	0	87	1047
4:25 PM	1	0	2	0	2	0	1	0	3	33	4	0	3	23	0	0	72	1010
4:30 PM	0	1	1	0	5	0	0	0	3	39	0	0	3	27	1	0	80	1007
4:35 PM	0	0	3	0	1	0	1	0	1	41	3	0	2	37	1	0	90	1015
4:40 PM	3	1	3	0	1	0	0	0	2	37	3	0	3	33	3	0	89	1031
4:45 PM	0	0	1	0	5	0	1	1	4	36	3	0	4	42	4	0	101	1038
4:50 PM	1	0	3	0	2	2	3	0	3	49	4	0	5	26	2	0	100	1063
4:55 PM	1	0	3	0	0	1	2	0	4	39	4	0	0	37	5	0	96	1087
5:00 PM	2	0	4	0	3	0	2	0	0	44	2	0	9	32	4	0	102	1095
5:05 PM	0	3	2	0	2	0	1	0	3	39	2	0	5	40	2	0	99	1098
5:10 PM	2	1	4	0	2	0	1	0	3	45	3	0	7	35	4	0	107	1119
5:15 PM	0	1	5	0	1	1	3	0	1	39	6	0	6	43	3	0	109	1132
5:20 PM	1	2	6	0	6	2	2	0	4	34	0	0	5	43	1	0	106	1151
5:25 PM	0	0	0	0	1	2	3	0	2	44	5	0	4	44	2	0	107	1186
5:30 PM	0	1	1	0	5	5	1	0	4	39	1	0	3	44	1	0	105	1211
5:35 PM	0	2	2	0	1	1	3	0	2	37	2	0	6	46	3	0	105	1226
5:40 PM	2	1	3	0	1	1	0	0	1	43	2	0	2	44	4	0	104	1241
5:45 PM	2	0	2	0	1	2	1	0	3	39	1	2	3	42	2	0	100	1240
5:50 PM	1	0	7	0	0	0	5	0	1	26	1	0	6	31	2	0	80	1220
5:55 PM	2	0	2	0	3	0	1	0	3	36	1	1	3	45	2	0	99	1223

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	16	60	0	36	12	24	0	32	472	36	0	72	484	32	0	1288
Heavy Trucks	0	0	0		0	0	0		4	8	0		0	8	0		20
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

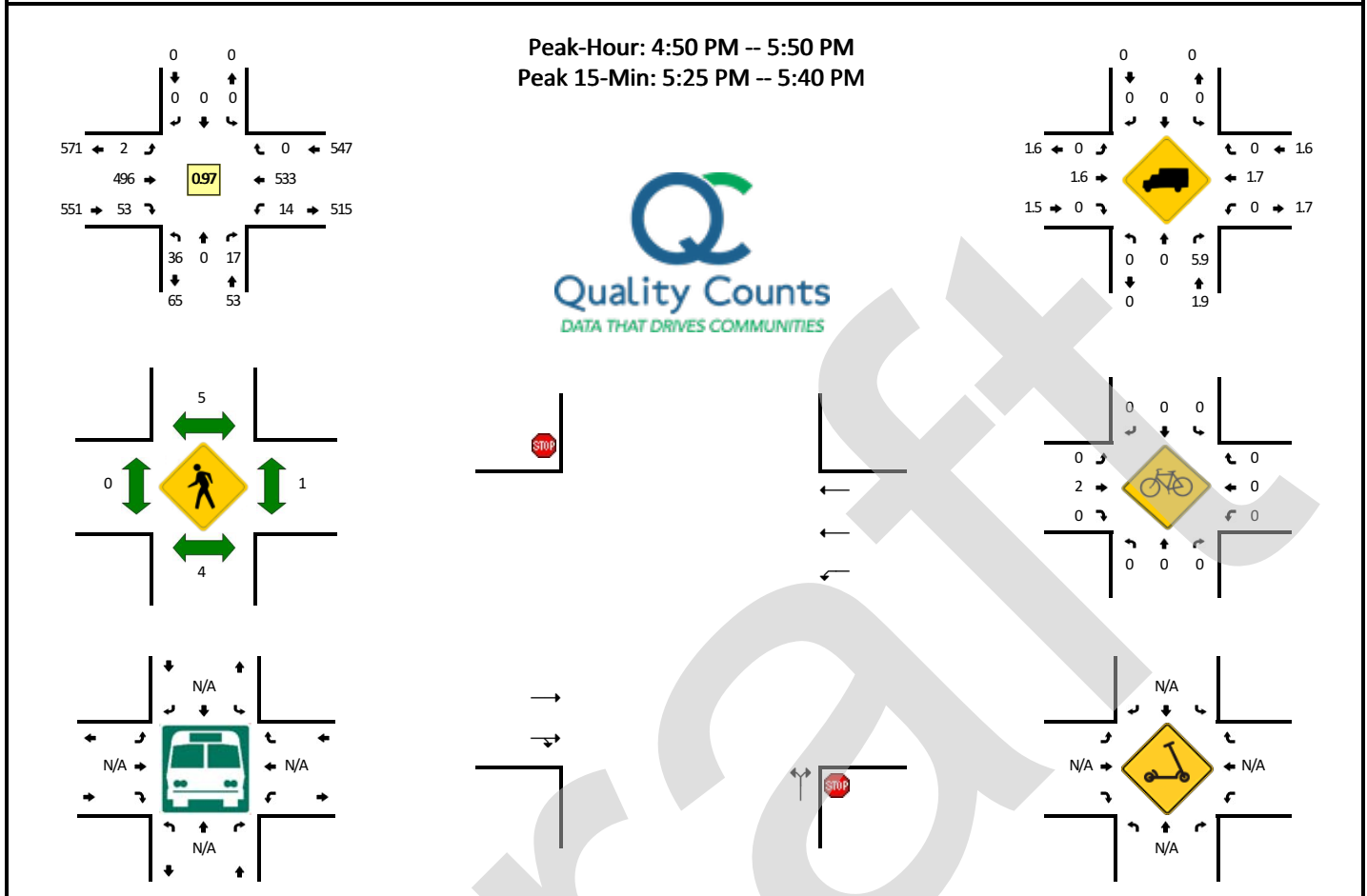
QC JOB #: 15932015
DATE: Wed, Oct 26 2022



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

LOCATION: SE Bella Vista Rd -- SE McGilivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932016
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE Bella Vista Rd (Northbound)				SE Bella Vista Rd (Southbound)				SE McGilivray Blvd (Eastbound)				SE McGilivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	2	0	3	0	0	0	0	0	0	39	1	0	1	34	0	0	80	
3:05 PM	2	0	2	0	0	0	0	0	0	45	4	0	1	26	0	0	80	
3:10 PM	2	0	2	0	0	0	0	0	0	54	3	0	3	27	0	0	91	
3:15 PM	2	0	3	0	0	0	0	0	0	32	4	0	3	67	0	0	111	
3:20 PM	3	0	1	0	0	0	0	0	0	32	4	0	2	60	0	0	102	
3:25 PM	3	0	3	0	0	0	0	0	0	26	7	1	4	70	0	0	114	
3:30 PM	6	0	2	0	0	0	0	0	0	30	5	0	3	37	0	0	83	
3:35 PM	5	0	0	0	0	0	0	0	0	29	8	0	0	34	0	0	76	
3:40 PM	2	0	0	0	0	0	0	0	0	32	7	0	1	23	0	0	65	
3:45 PM	3	0	2	0	0	0	0	0	0	37	2	0	2	44	0	0	90	
3:50 PM	2	0	0	0	0	0	0	0	0	38	3	0	0	30	0	0	73	
3:55 PM	2	0	2	0	0	0	0	0	0	32	3	0	0	28	0	0	67	1032
4:00 PM	2	0	0	0	0	0	0	0	0	34	3	0	1	43	0	0	83	1035
4:05 PM	5	0	2	0	0	0	0	0	0	44	7	0	2	43	0	0	103	1058
4:10 PM	3	0	0	0	0	0	0	0	0	39	4	0	3	32	0	0	81	1048
4:15 PM	0	0	1	0	0	0	0	0	0	42	10	0	4	38	0	0	95	1032
4:20 PM	1	0	3	0	0	0	0	0	0	41	4	0	5	26	0	0	80	1010
4:25 PM	1	0	2	0	0	0	0	0	0	32	4	0	1	28	0	0	68	964
4:30 PM	0	0	1	0	0	0	0	0	0	36	8	1	1	32	0	1	80	961
4:35 PM	1	0	1	0	0	0	0	0	0	41	4	0	1	37	0	0	85	970
4:40 PM	5	0	2	0	0	0	0	0	0	41	1	0	2	37	0	0	88	993
4:45 PM	4	0	0	0	0	0	0	0	0	40	3	1	0	41	0	0	89	992
4:50 PM	2	0	2	0	0	0	0	0	0	48	6	0	2	28	0	1	89	1008
4:55 PM	4	0	3	0	0	0	0	0	0	39	4	0	0	39	0	0	89	1030
5:00 PM	5	0	1	0	0	0	0	0	0	40	6	1	1	40	0	0	94	1041
5:05 PM	4	0	0	0	0	0	0	0	0	38	6	0	1	43	0	0	92	1030
5:10 PM	3	0	2	0	0	0	0	0	0	47	6	0	1	45	0	0	104	1053
5:15 PM	2	0	4	0	0	0	0	0	0	41	2	0	1	48	0	0	98	1056
5:20 PM	2	0	0	0	0	0	0	0	0	39	5	0	0	47	0	1	94	1070
5:25 PM	4	0	0	0	0	0	0	0	0	40	4	1	0	54	0	0	103	1105
5:30 PM	3	0	0	0	0	0	0	0	0	43	4	0	2	42	0	0	94	1119
5:35 PM	2	0	1	0	0	0	0	0	0	42	2	0	2	52	0	0	101	1135
5:40 PM	2	0	4	0	0	0	0	0	0	36	6	0	1	49	0	0	98	1145
5:45 PM	3	0	0	0	0	0	0	0	0	43	2	0	1	46	0	0	95	1151
5:50 PM	2	0	4	0	0	0	0	0	0	32	3	0	1	35	0	0	77	1139
5:55 PM	1	0	2	0	0	0	0	0	0	35	5	1	4	49	0	0	97	1147

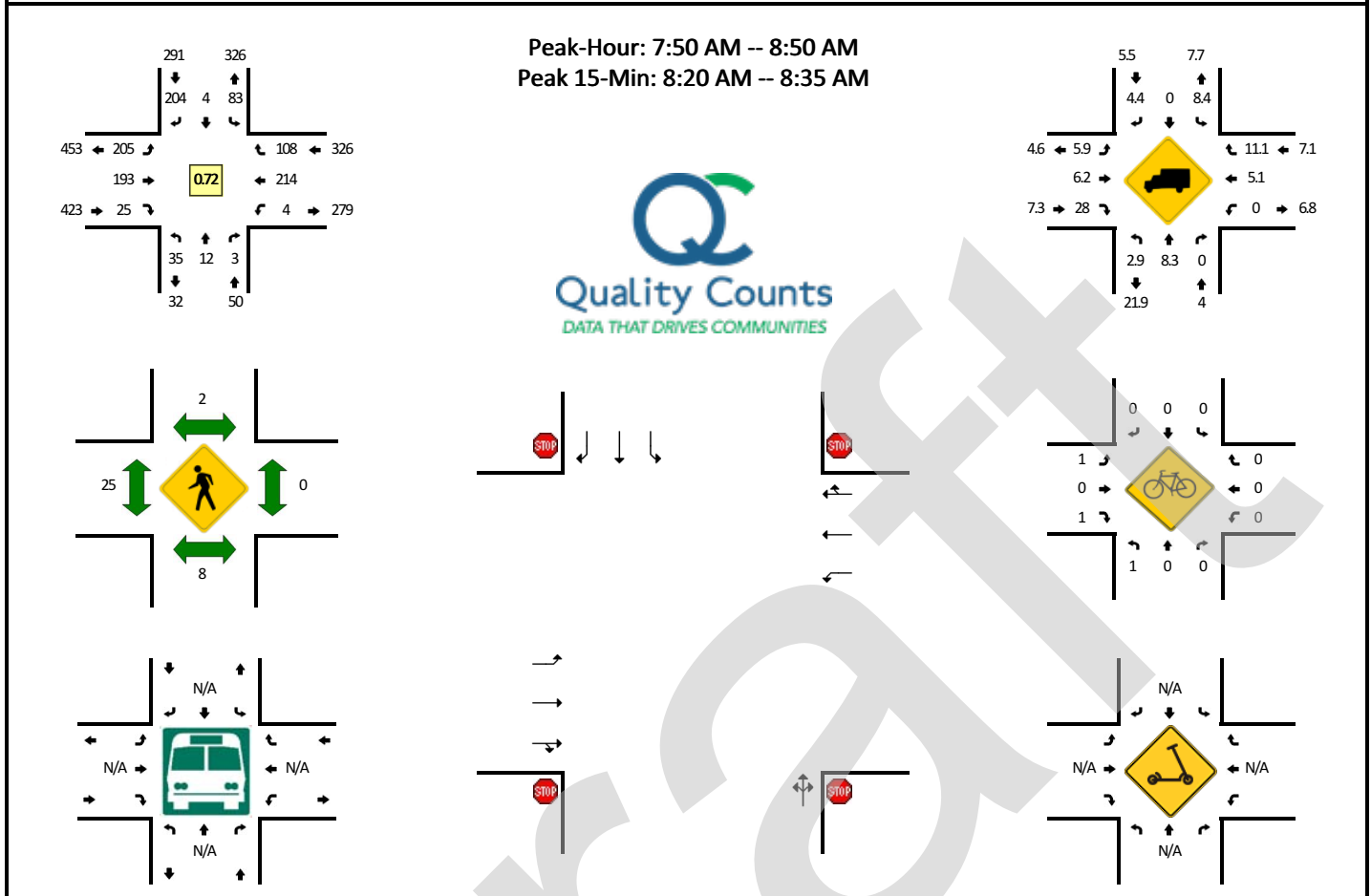
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	0	4	0	0	0	0	0	0	500	40	4	16	592	0	0	1192
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	12	0		12
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE Blairmont Dr -- SE McGilivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932017
DATE: Wed, Oct 26 2022

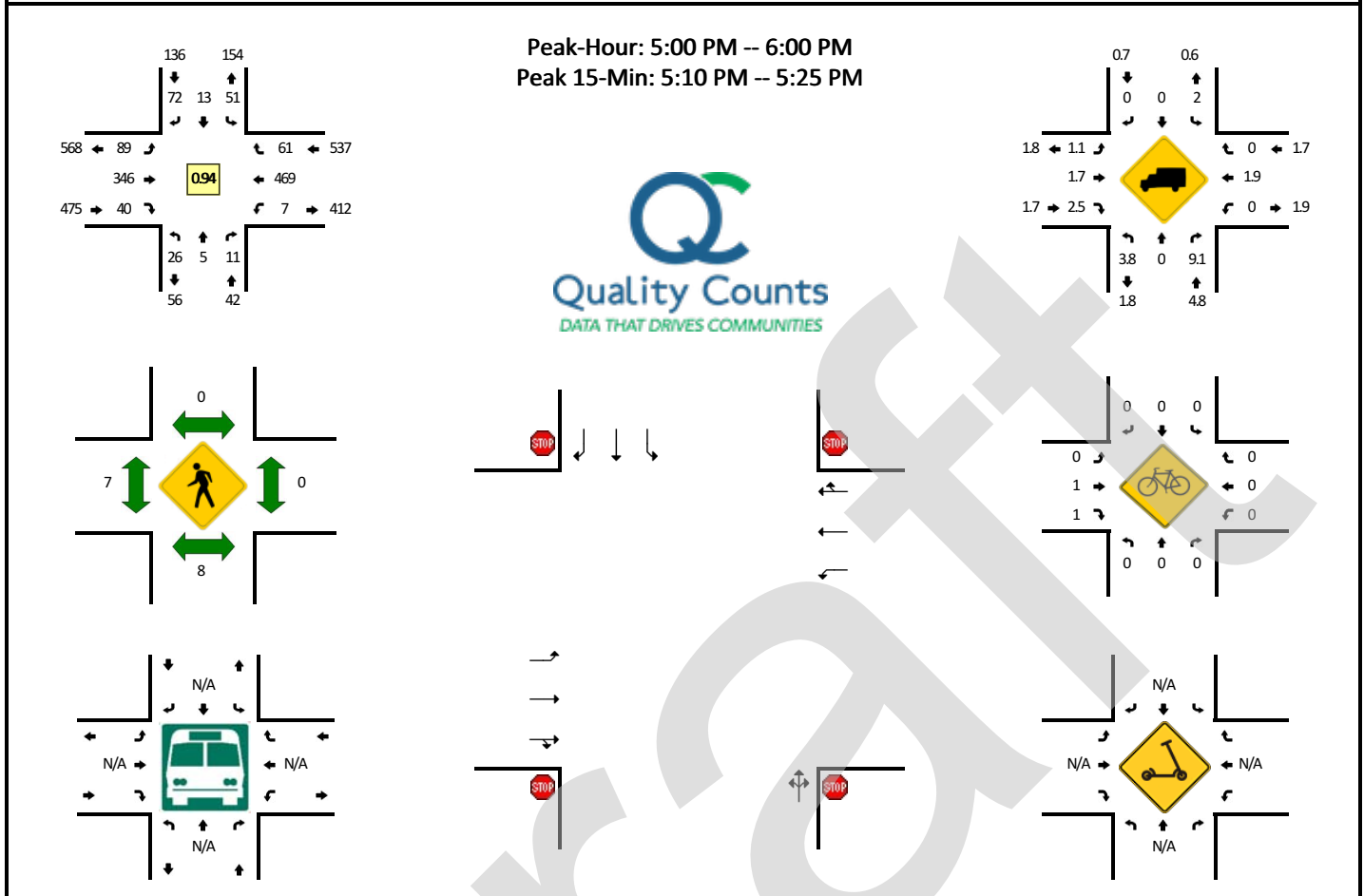


5-Min Count Period Beginning At	SE Blairmont Dr (Northbound)				SE Blairmont Dr (Southbound)				SE McGilivray Blvd (Eastbound)				SE McGilivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	0	0	0	0	1	1	0	7	7	1	0	0	9	2	0	33	
7:05 AM	2	0	0	0	0	0	2	0	2	8	1	0	0	6	1	0	22	
7:10 AM	3	1	0	0	1	0	1	0	3	6	1	0	0	8	3	1	28	
7:15 AM	5	0	0	0	1	1	8	0	4	12	1	0	0	13	5	0	50	
7:20 AM	2	1	0	0	2	0	6	0	12	6	4	0	0	10	7	0	50	
7:25 AM	2	1	0	0	4	1	9	0	9	9	0	0	0	13	12	0	60	
7:30 AM	3	1	0	0	2	0	6	0	8	9	0	0	0	16	12	0	57	
7:35 AM	5	1	0	0	1	0	4	0	12	20	2	0	0	20	1	0	66	
7:40 AM	7	0	1	0	1	1	8	0	1	8	2	0	0	20	5	1	55	
7:45 AM	6	0	1	0	2	0	3	0	4	14	2	0	1	17	2	0	52	
7:50 AM	0	0	0	0	1	0	3	0	6	17	1	0	0	34	6	0	68	
7:55 AM	5	0	0	0	2	0	6	1	5	11	2	0	0	19	3	0	54	595
8:00 AM	3	1	0	0	0	0	5	0	11	23	2	0	0	21	7	0	73	635
8:05 AM	4	1	0	0	0	0	5	0	9	13	1	0	0	14	7	0	54	667
8:10 AM	1	0	0	0	4	0	10	0	25	13	3	0	0	18	8	0	82	721
8:15 AM	5	1	1	0	7	0	16	0	22	9	5	0	0	9	18	0	93	764
8:20 AM	2	0	0	0	9	1	21	0	29	21	3	0	1	20	13	0	120	834
8:25 AM	3	5	2	0	13	0	27	0	30	26	2	0	0	16	18	0	142	916
8:30 AM	1	2	0	0	9	0	31	0	31	14	0	0	0	13	18	0	119	978
8:35 AM	1	2	0	0	20	1	34	0	13	14	5	0	0	17	5	0	112	1024
8:40 AM	4	0	0	0	15	2	26	0	13	11	0	0	1	22	3	1	98	1067
8:45 AM	6	0	0	0	2	0	20	0	11	21	1	0	1	11	2	0	75	1090
8:50 AM	5	1	0	0	2	0	7	0	6	15	1	0	1	18	1	1	58	1080
8:55 AM	4	1	1	0	4	0	8	0	5	14	2	0	0	21	1	0	61	1087
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	28	8	0	124	4	316	0	360	244	20	0	4	196	196	0	1524	
Heavy Trucks	0	0	0	0	8	0	16	0	24	8	4	0	0	16	8	0	84	
Buses																		
Pedestrians		12				4				44				0			60	
Bicycles	0	0	0		0	0	0		4	0	0		0	0	0		4	
Scooters																		

Comments:

LOCATION: SE Blairmont Dr -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932018
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE Blairmont Dr (Northbound)				SE Blairmont Dr (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	2	0	1	0	2	0	4	0	14	21	1	2	1	27	7	0	82	
3:05 PM	0	1	0	0	4	1	6	0	13	32	4	1	3	22	3	0	90	
3:10 PM	1	1	0	0	5	1	12	1	19	28	3	0	1	20	9	0	101	
3:15 PM	2	3	1	0	23	3	28	0	5	24	6	1	2	34	5	0	137	
3:20 PM	2	0	3	0	18	2	35	0	11	14	5	0	0	29	4	0	123	
3:25 PM	5	1	1	0	4	2	33	0	4	23	1	0	1	29	4	1	109	
3:30 PM	2	0	1	0	5	0	11	0	5	23	3	0	0	25	4	0	79	
3:35 PM	3	0	0	0	10	1	9	0	3	27	2	0	1	20	7	0	83	
3:40 PM	2	0	1	0	9	2	4	0	7	13	6	0	1	20	3	0	68	
3:45 PM	3	0	0	0	8	1	9	0	7	31	0	0	0	30	0	0	89	
3:50 PM	3	0	1	0	6	3	6	0	2	27	5	0	0	27	7	2	89	
3:55 PM	1	0	0	0	1	1	8	0	1	26	3	0	0	22	2	0	65	1115
4:00 PM	0	0	0	0	3	0	9	0	3	27	2	0	0	35	1	0	80	1113
4:05 PM	4	0	0	0	4	1	9	0	3	34	7	0	1	29	2	1	95	1118
4:10 PM	2	1	0	0	3	1	5	0	3	26	6	0	1	28	3	0	79	1096
4:15 PM	2	0	1	0	6	0	7	0	8	36	1	0	3	33	0	0	97	1056
4:20 PM	2	0	0	0	5	0	7	0	8	25	5	0	0	19	4	0	75	1008
4:25 PM	3	2	0	0	2	0	8	0	6	23	4	0	0	22	2	0	72	971
4:30 PM	2	0	0	0	0	0	10	0	7	28	1	0	1	25	5	0	79	971
4:35 PM	3	0	1	0	6	1	4	0	5	29	4	0	0	26	7	0	86	974
4:40 PM	2	2	0	0	6	1	11	0	8	29	4	0	1	25	6	0	95	1001
4:45 PM	2	0	2	0	2	1	16	0	3	34	4	0	1	21	2	0	88	1000
4:50 PM	4	0	1	0	2	0	4	0	4	43	2	0	1	28	3	0	92	1003
4:55 PM	1	2	0	0	0	0	3	0	7	32	4	0	0	28	6	0	83	1021
5:00 PM	2	1	1	0	4	1	5	0	7	30	5	0	0	37	10	0	103	1044
5:05 PM	3	2	1	0	3	1	3	0	7	21	1	1	3	37	8	0	91	1040
5:10 PM	2	1	2	0	6	1	10	0	12	35	3	0	0	37	2	0	111	1072
5:15 PM	1	0	1	0	5	1	5	0	5	31	6	0	0	41	8	1	105	1080
5:20 PM	4	0	0	0	6	1	5	0	7	30	3	0	0	40	3	0	99	1104
5:25 PM	3	0	1	0	4	3	2	0	5	26	5	0	0	46	5	1	101	1133
5:30 PM	2	0	0	0	3	3	4	0	9	33	3	0	0	42	0	0	99	1153
5:35 PM	2	0	2	0	4	0	8	0	6	35	1	0	0	47	7	0	112	1179
5:40 PM	2	1	0	0	4	0	4	0	6	32	2	0	0	35	5	1	92	1176
5:45 PM	2	0	2	0	3	0	7	0	7	29	4	0	0	38	4	0	96	1184
5:50 PM	1	0	1	0	6	0	10	0	11	17	4	0	0	31	4	0	85	1177
5:55 PM	2	0	0	0	3	2	9	0	6	27	3	0	0	38	5	1	96	1190

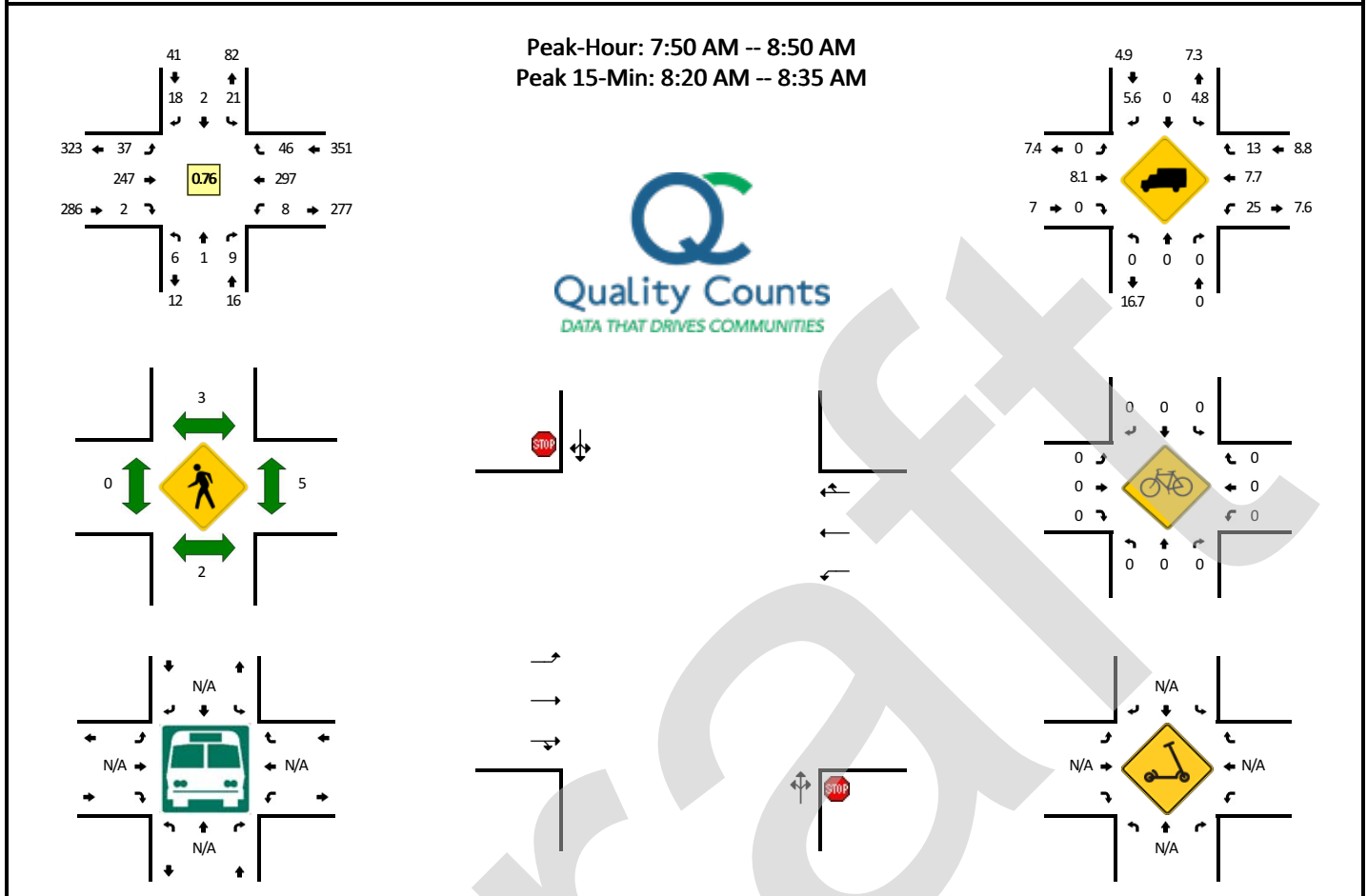
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	4	12	0	68	12	80	0	96	384	48	0	0	472	52	4	1260
Heavy Trucks	0	0	0		4	0	0		0	4	4		0	12	0		24
Buses																	
Pedestrians		4				0				12				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE Park Crest Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932019
DATE: Wed, Oct 26 2022

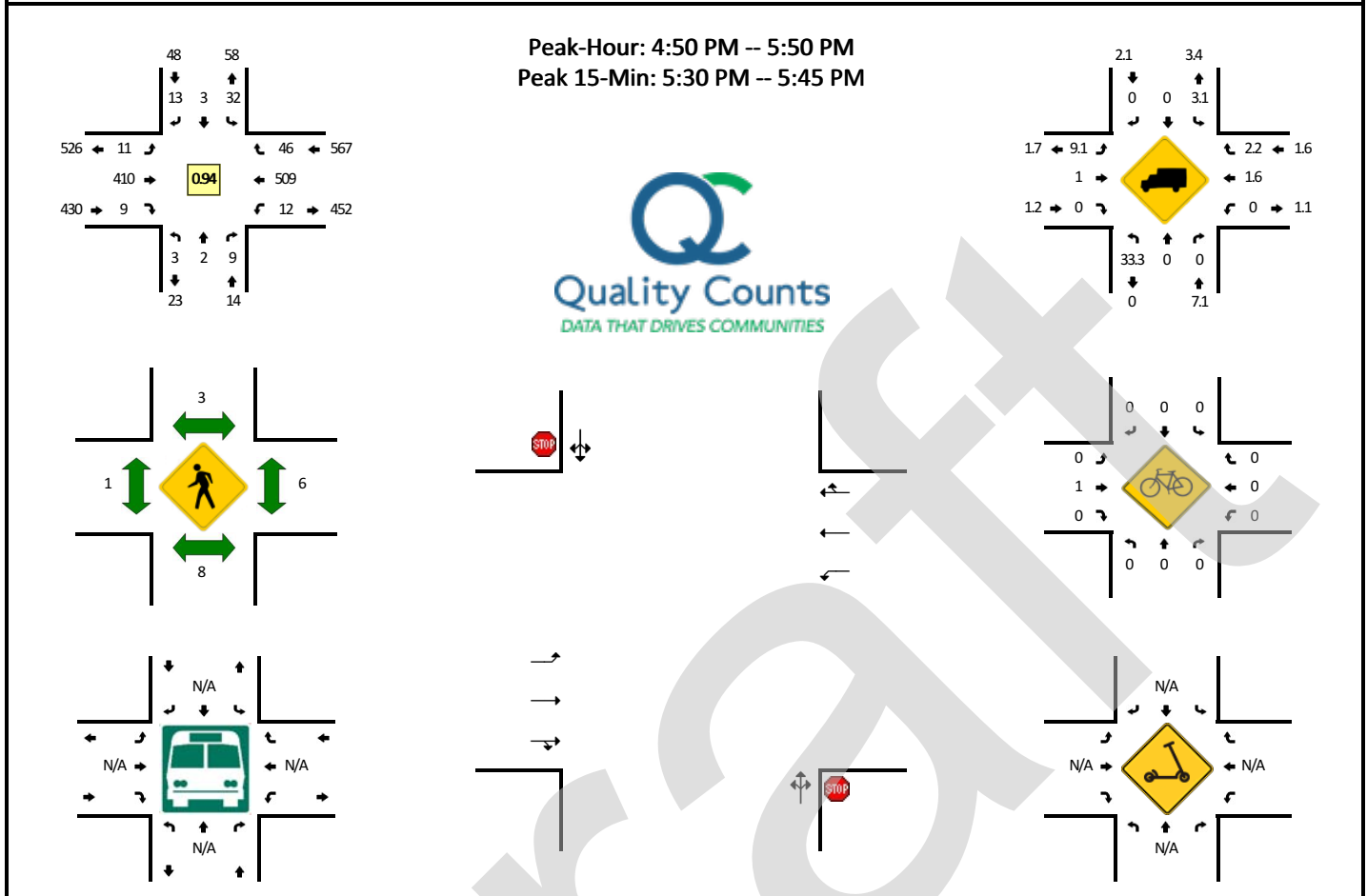


5-Min Count Period Beginning At	SE Park Crest Ave (Northbound)				SE Park Crest Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	1	8	0	0	0	11	0	1	21	
7:05 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	7	0	0	14	
7:10 AM	0	0	0	0	1	0	2	0	0	7	0	0	1	12	1	0	24	
7:15 AM	0	0	0	0	2	0	0	0	0	13	0	0	0	16	2	0	33	
7:20 AM	0	1	0	0	0	0	0	0	0	8	1	0	1	17	4	1	33	
7:25 AM	0	2	0	0	4	0	1	0	0	13	0	0	0	25	3	1	49	
7:30 AM	0	0	1	0	0	0	0	0	0	11	0	0	0	27	0	0	39	
7:35 AM	0	0	0	0	0	0	1	0	0	21	0	0	0	21	4	0	47	
7:40 AM	0	0	1	0	2	0	1	0	0	11	0	0	0	19	2	0	36	
7:45 AM	0	0	1	0	2	0	1	0	1	15	0	0	0	22	0	0	42	
7:50 AM	1	0	0	0	1	0	1	0	1	16	0	0	2	36	2	0	60	
7:55 AM	0	0	2	0	3	1	1	0	0	14	0	0	2	22	1	0	46	444
8:00 AM	2	0	0	0	1	0	1	0	1	24	0	0	1	24	4	0	58	481
8:05 AM	0	0	0	0	1	1	0	0	1	11	1	0	0	24	0	0	39	506
8:10 AM	0	0	0	0	1	0	3	0	0	16	0	1	1	21	3	0	46	528
8:15 AM	0	0	2	0	2	0	2	0	0	16	0	1	0	26	2	0	51	546
8:20 AM	1	1	1	0	1	0	1	0	10	22	0	0	0	34	12	0	83	596
8:25 AM	0	0	1	0	3	0	3	0	10	30	0	0	1	28	8	0	84	631
8:30 AM	0	0	1	0	2	0	2	0	6	19	0	0	0	27	4	0	61	653
8:35 AM	0	0	0	0	4	0	4	0	4	30	1	0	0	19	4	0	66	672
8:40 AM	2	0	1	0	1	0	0	0	0	23	0	0	1	21	3	0	52	688
8:45 AM	0	0	1	0	1	0	0	0	2	26	0	0	0	15	3	0	48	694
8:50 AM	0	0	0	0	3	0	2	0	0	14	1	0	1	16	2	0	39	673
8:55 AM	0	0	1	0	1	0	2	0	1	20	1	0	0	23	4	0	53	680
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	4	12	0	24	0	24	0	104	284	0	0	4	356	96	0	912	
Heavy Trucks	0	0	0	0	4	0	4	0	0	16	0	0	0	20	16	0	60	
Buses																		
Pedestrians		0				12				0				4			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: SE Park Crest Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932020
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE Park Crest Ave (Northbound)				SE Park Crest Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	4	0	5	0	1	23	0	0	0	25	7	0	65	
3:05 PM	0	0	0	0	1	1	1	0	4	30	0	0	1	28	6	0	72	
3:10 PM	0	1	0	0	2	1	1	0	2	35	0	0	1	31	6	0	80	
3:15 PM	0	1	0	0	7	0	10	0	2	46	0	0	0	27	2	0	95	
3:20 PM	0	0	1	0	5	4	11	0	0	31	0	1	0	26	5	0	84	
3:25 PM	0	0	2	0	9	1	1	0	4	25	1	1	1	29	2	0	76	
3:30 PM	0	1	0	0	1	0	1	0	3	26	0	0	0	28	6	0	66	
3:35 PM	0	1	1	0	1	0	0	0	0	38	0	0	1	24	2	0	68	
3:40 PM	0	0	2	0	2	0	1	0	1	21	0	0	1	30	4	1	63	
3:45 PM	0	0	1	0	2	0	0	0	0	40	1	0	0	27	3	0	74	
3:50 PM	1	1	0	0	2	0	2	0	0	33	2	0	1	31	3	0	76	
3:55 PM	0	0	0	0	3	0	1	0	0	28	0	0	1	24	3	0	60	879
4:00 PM	1	0	0	1	2	0	0	0	2	25	1	0	1	35	6	0	74	888
4:05 PM	1	0	0	0	2	1	0	0	3	38	0	0	1	30	4	0	80	896
4:10 PM	0	0	2	0	8	1	3	0	1	26	1	0	2	32	1	0	77	893
4:15 PM	0	0	1	0	4	0	1	0	3	37	0	0	3	31	1	1	82	880
4:20 PM	1	1	2	0	2	0	1	0	1	32	0	0	1	22	1	0	64	860
4:25 PM	0	0	0	0	1	0	1	0	1	25	1	1	1	21	5	0	57	841
4:30 PM	0	0	1	0	2	1	2	0	2	26	0	0	2	28	2	0	66	841
4:35 PM	1	0	0	0	3	0	2	0	3	29	0	0	2	35	3	0	78	851
4:40 PM	0	0	1	0	3	0	0	0	2	37	0	0	1	31	2	0	77	865
4:45 PM	1	0	1	0	2	0	1	0	4	34	1	0	0	21	3	0	68	859
4:50 PM	0	0	0	0	2	1	1	0	1	40	2	0	1	34	4	0	86	869
4:55 PM	0	0	3	0	3	0	2	0	0	32	2	0	1	33	4	0	80	889
5:00 PM	0	0	0	0	2	0	1	0	0	31	2	0	1	43	3	0	83	898
5:05 PM	0	0	1	0	3	0	1	0	0	27	1	0	0	47	3	0	83	901
5:10 PM	0	0	1	0	2	1	1	0	0	42	0	1	1	43	5	0	97	921
5:15 PM	0	0	1	0	1	0	0	0	2	31	0	0	0	47	4	0	86	925
5:20 PM	2	1	1	0	5	0	1	0	1	40	0	0	0	39	7	0	97	958
5:25 PM	1	0	0	0	1	0	0	0	1	26	0	0	2	48	3	0	82	983
5:30 PM	0	0	1	0	1	1	1	0	3	37	0	0	0	44	4	1	93	1010
5:35 PM	0	1	0	0	6	0	1	0	1	34	0	0	1	54	5	0	103	1035
5:40 PM	0	0	0	0	3	0	1	0	1	38	1	0	4	38	1	0	87	1045
5:45 PM	0	0	1	0	3	0	3	0	0	32	1	0	0	39	3	0	82	1059
5:50 PM	0	0	0	0	1	0	2	0	3	19	2	0	0	34	2	0	63	1036
5:55 PM	0	0	0	0	3	0	2	0	0	25	1	0	0	36	2	0	69	1025

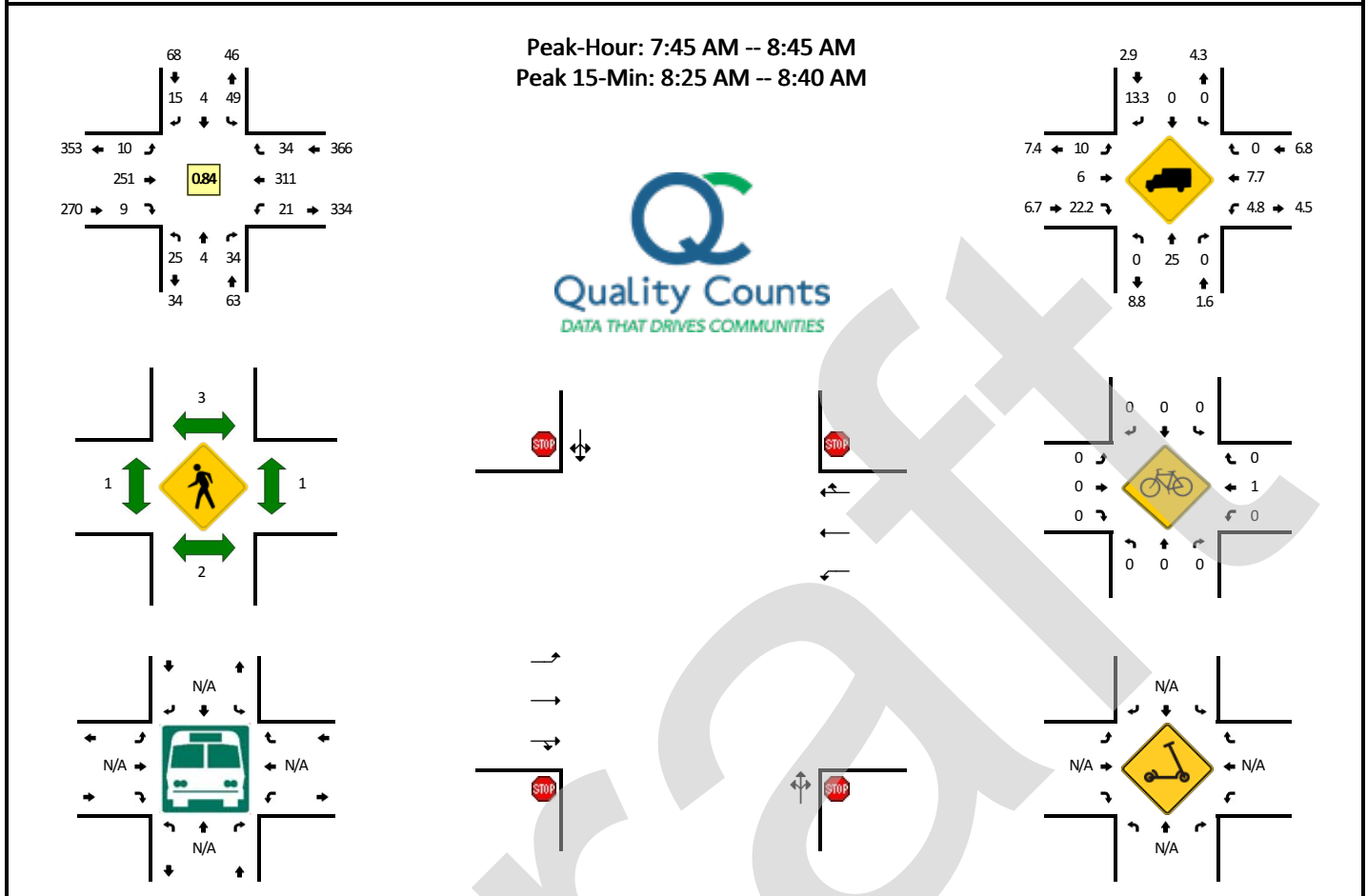
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	4	0	40	4	12	0	20	436	4	0	20	544	40	4	1132
Heavy Trucks	0	0	0		0	0	0		4	0	0		0	8	0		12
Buses																	
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:00 PM

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

LOCATION: SE Briarwood Dr -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932021
DATE: Wed, Oct 26 2022

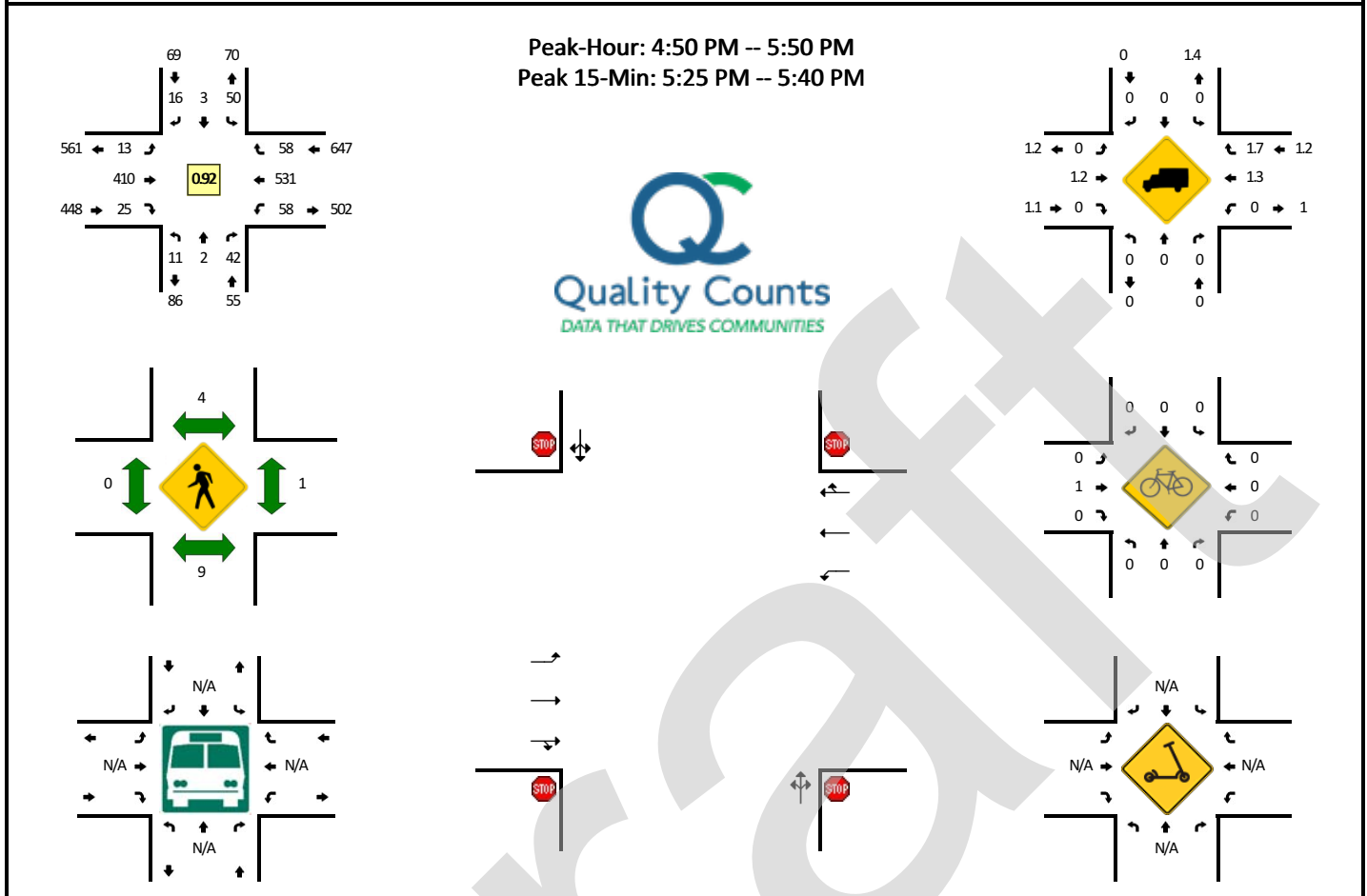


5-Min Count Period Beginning At	SE Briarwood Dr (Northbound)				SE Briarwood Dr (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	1	0	4	0	0	0	0	10	0	0	0	9	2	0	28	
7:05 AM	0	0	1	0	4	0	0	0	0	5	1	0	1	7	4	0	23	
7:10 AM	1	0	2	0	4	0	1	0	0	7	0	0	2	13	0	0	30	
7:15 AM	1	0	4	0	6	0	0	0	0	14	1	0	0	17	2	0	45	
7:20 AM	2	1	2	0	4	0	3	0	0	9	0	0	1	17	2	0	41	
7:25 AM	4	1	3	0	1	0	0	0	0	15	0	1	0	24	6	0	55	
7:30 AM	0	1	2	0	7	0	3	0	0	12	2	1	0	21	4	0	53	
7:35 AM	2	0	3	0	4	0	1	0	0	18	1	0	2	26	1	0	58	
7:40 AM	2	0	2	0	5	1	0	0	0	16	1	0	2	13	1	1	44	
7:45 AM	3	0	5	0	5	1	1	0	0	18	1	0	1	24	3	0	62	
7:50 AM	3	0	5	0	2	1	0	0	0	16	0	0	2	34	1	0	64	
7:55 AM	0	0	5	0	4	0	2	0	1	17	0	0	3	22	3	0	57	560
8:00 AM	2	0	0	0	3	1	0	0	2	20	0	1	2	26	3	0	60	592
8:05 AM	2	0	2	0	4	0	2	0	0	12	2	0	2	22	2	0	50	619
8:10 AM	2	0	4	0	6	0	0	0	0	18	0	1	1	20	3	0	55	644
8:15 AM	0	0	2	0	4	0	0	0	1	18	1	0	0	27	3	0	56	655
8:20 AM	3	0	0	0	4	0	4	0	0	24	0	0	0	36	4	0	75	689
8:25 AM	3	0	4	0	2	0	2	0	3	30	1	0	1	36	5	0	87	721
8:30 AM	4	2	2	0	7	1	2	0	0	18	2	0	0	24	3	0	65	733
8:35 AM	2	2	3	0	5	0	1	0	1	35	0	0	5	20	2	0	76	751
8:40 AM	1	0	2	0	3	0	1	0	0	25	2	0	4	20	2	0	60	767
8:45 AM	4	0	5	0	2	0	0	0	1	26	2	0	0	15	1	0	56	761
8:50 AM	1	0	5	0	1	1	1	0	0	16	1	0	2	15	4	0	47	744
8:55 AM	1	0	4	0	8	0	1	0	0	19	2	0	1	28	3	0	67	754
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	16	36	0	56	4	20	0	16	332	12	0	24	320	40	0	912	
Heavy Trucks	0	4	0	0	0	0	4	0	4	16	0	0	0	20	0	0	48	
Buses																		
Pedestrians		8				4				0				4			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		

Comments:

LOCATION: SE Briarwood Dr -- SE McGilivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932022
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE Briarwood Dr (Northbound)				SE Briarwood Dr (Southbound)				SE McGilivray Blvd (Eastbound)				SE McGilivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	2	0	2	0	3	0	0	0	1	22	1	0	8	33	3	0	75	
3:05 PM	2	0	1	0	7	0	0	0	1	28	1	0	2	30	6	0	78	
3:10 PM	2	0	7	0	6	0	0	0	1	30	3	0	3	40	8	0	100	
3:15 PM	1	1	10	0	9	2	0	0	0	47	4	0	2	25	9	0	110	
3:20 PM	2	0	4	0	10	0	2	0	0	35	4	0	4	27	9	0	97	
3:25 PM	3	0	4	0	5	1	0	0	1	41	0	0	7	30	4	0	96	
3:30 PM	4	1	3	0	7	0	1	0	0	21	3	1	5	28	2	0	76	
3:35 PM	1	1	1	0	3	0	0	0	1	36	2	0	10	27	3	0	85	
3:40 PM	2	0	3	0	6	1	0	0	0	21	5	0	9	32	3	0	82	
3:45 PM	3	0	7	0	5	0	1	0	0	37	8	0	8	31	8	0	108	
3:50 PM	1	0	2	0	4	0	0	0	0	28	3	0	7	33	10	0	88	
3:55 PM	2	0	6	0	3	0	0	0	1	32	2	0	4	28	9	0	87	1082
4:00 PM	3	0	5	0	5	0	1	0	0	24	1	0	3	35	1	0	78	1085
4:05 PM	3	1	2	0	5	0	0	0	3	33	4	0	5	35	4	0	95	1102
4:10 PM	2	0	3	0	1	1	3	0	1	31	2	0	4	25	6	0	79	1081
4:15 PM	3	1	4	0	5	1	0	0	1	37	4	0	4	35	7	0	102	1073
4:20 PM	0	0	0	0	8	1	0	0	1	37	1	0	4	21	5	0	78	1054
4:25 PM	2	0	4	0	3	1	0	0	3	18	5	0	4	29	9	0	78	1036
4:30 PM	2	0	2	0	5	0	0	0	1	25	1	0	0	28	10	0	74	1034
4:35 PM	3	0	3	0	5	1	1	0	0	30	4	0	4	36	5	0	92	1041
4:40 PM	3	0	4	0	2	2	0	0	1	36	1	0	5	29	3	0	86	1045
4:45 PM	3	0	2	0	10	0	0	0	3	30	2	0	2	24	7	0	83	1020
4:50 PM	1	0	5	0	0	0	1	0	3	34	5	0	5	34	2	0	90	1022
4:55 PM	0	0	4	0	6	0	1	0	1	39	1	0	4	41	4	0	101	1036
5:00 PM	0	0	5	0	2	0	0	0	0	29	0	0	9	46	2	0	93	1051
5:05 PM	1	1	3	0	4	1	0	0	0	34	2	0	6	42	6	0	100	1056
5:10 PM	1	0	2	0	5	0	3	0	0	41	2	0	3	44	9	0	110	1087
5:15 PM	0	0	2	0	2	0	2	0	0	27	1	1	1	52	8	0	96	1081
5:20 PM	1	1	5	0	5	0	1	0	2	42	4	0	3	43	5	0	112	1115
5:25 PM	1	0	4	0	7	0	1	0	1	25	2	0	5	53	4	0	103	1140
5:30 PM	1	0	3	0	8	0	2	0	1	35	2	1	7	43	3	0	106	1172
5:35 PM	2	0	3	0	6	1	4	0	0	34	2	1	6	53	9	0	121	1201
5:40 PM	3	0	3	0	3	0	1	0	2	37	2	0	4	39	3	0	97	1212
5:45 PM	0	0	3	0	2	1	0	0	0	33	2	0	5	41	3	0	90	1219
5:50 PM	0	0	4	0	4	0	0	0	0	24	0	0	4	39	3	0	78	1207
5:55 PM	0	0	2	0	2	0	1	0	0	27	0	0	6	34	5	0	77	1183

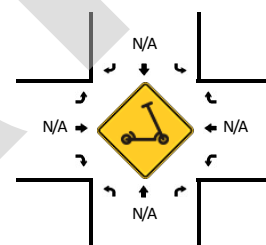
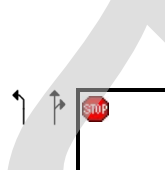
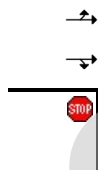
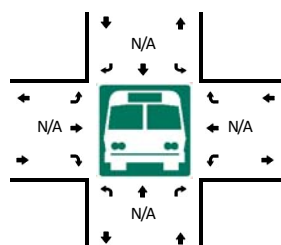
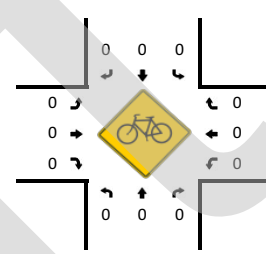
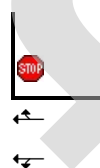
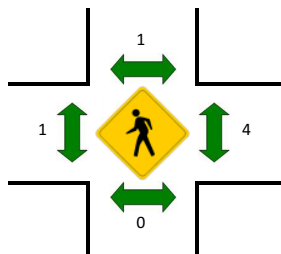
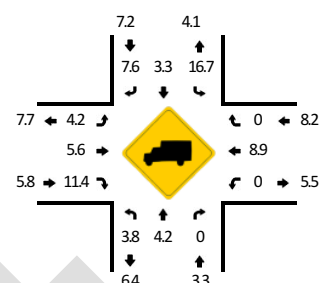
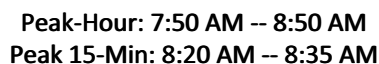
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	40	0	84	4	28	0	8	376	24	8	72	596	64	0	1320
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Buses																	
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:01 PM

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

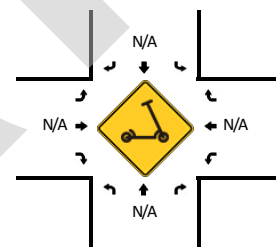
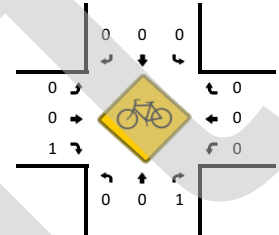
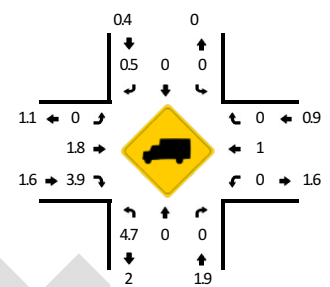
OC JOB #: 15932023

DATE: Wed, Oct 26 2022



Comments:

QC JOB #: 15932024
DATE: Wed, Oct 26 2022

Page 1 of 2

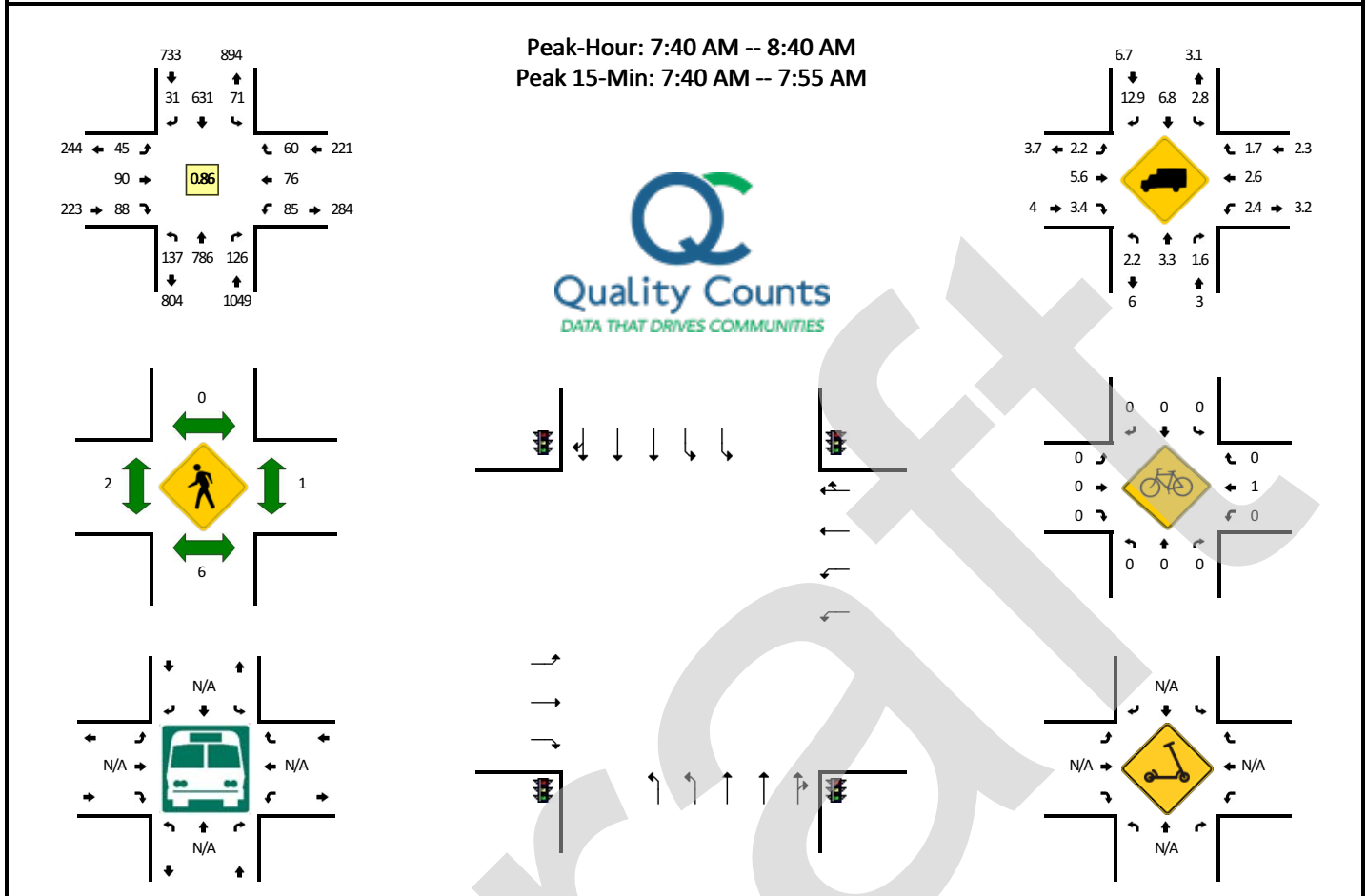
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	36	28	0	12	24	212	0	124	340	32	0	44	476	16	8	1396
Heavy Trucks	4	0	0		0	0	0		0	4	0		0	4	0		12
Buses																	
Pedestrians		4				0				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:01 PM

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

LOCATION: SE 164th Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932025
DATE: Wed, Oct 26 2022

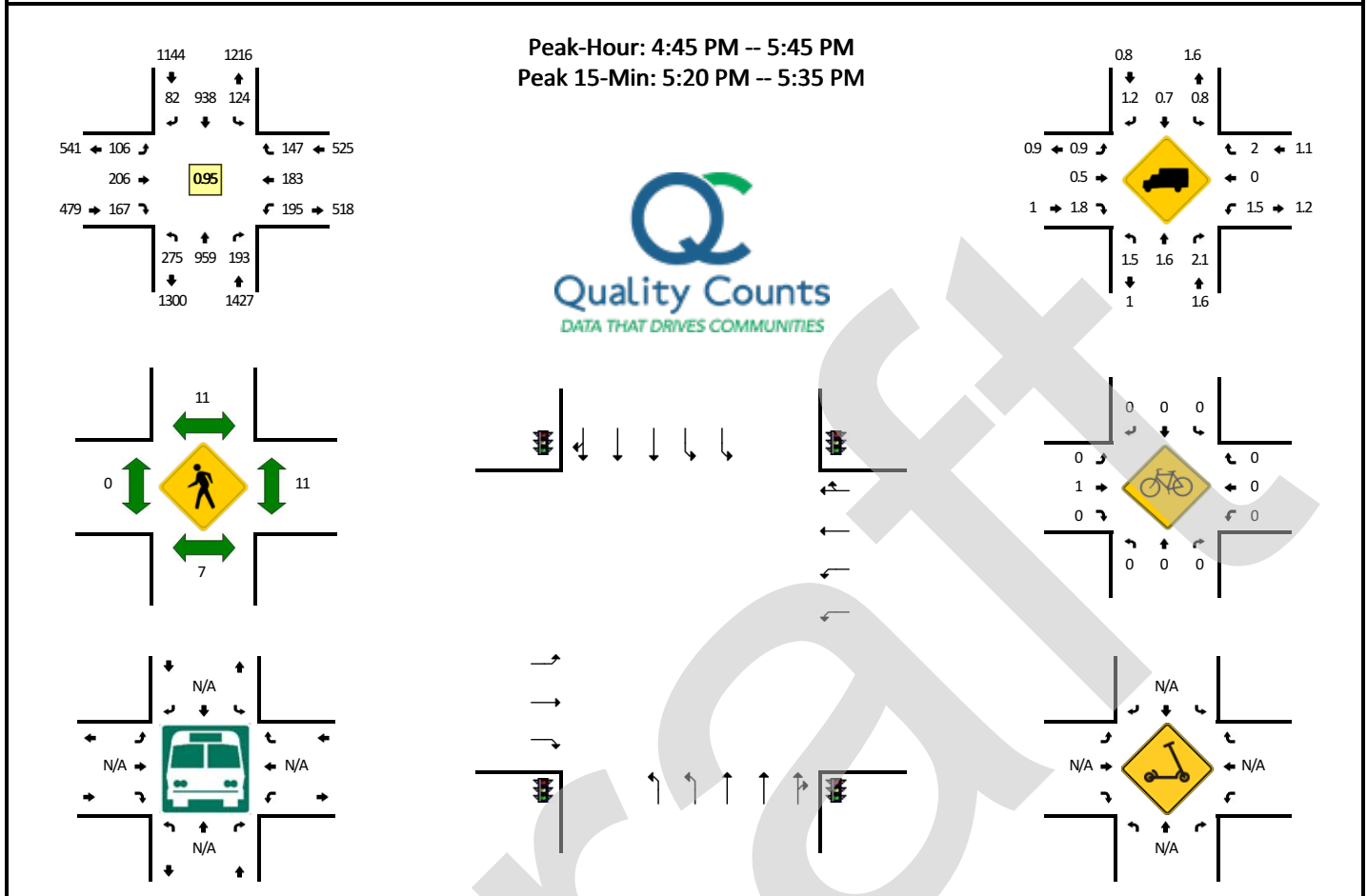


5-Min Count Period Beginning At	SE 164th Ave (Northbound)				SE 164th Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	47	5	0	1	33	1	0	0	5	6	0	2	4	3	0	109	
7:05 AM	5	25	7	1	4	52	0	1	2	4	5	0	6	2	1	0	115	
7:10 AM	12	40	4	0	5	32	0	0	1	2	5	0	4	2	2	0	109	
7:15 AM	4	45	2	0	4	47	1	0	3	5	3	0	6	4	5	0	129	
7:20 AM	14	47	10	0	3	30	2	0	3	5	8	0	6	6	3	0	137	
7:25 AM	6	58	12	1	8	52	2	0	0	5	11	0	5	7	6	0	173	
7:30 AM	8	63	9	0	4	52	1	0	3	6	4	0	3	3	1	0	157	
7:35 AM	18	47	11	0	7	48	1	0	2	7	5	0	9	6	4	0	165	
7:40 AM	10	95	8	0	2	66	2	0	2	9	5	0	9	4	4	0	216	
7:45 AM	9	70	12	0	9	66	4	0	5	3	7	0	9	7	4	0	205	
7:50 AM	17	84	13	0	4	61	4	0	4	10	7	0	5	5	10	0	224	
7:55 AM	15	57	13	0	4	31	5	1	4	3	5	0	4	3	7	0	152	1891
8:00 AM	6	72	12	0	7	31	3	0	2	12	13	0	6	7	5	0	176	1958
8:05 AM	8	52	17	0	10	53	4	0	3	6	3	0	13	4	3	0	176	2019
8:10 AM	17	64	11	0	6	54	1	0	4	6	9	0	8	10	4	0	194	2104
8:15 AM	6	56	5	0	7	61	5	1	3	5	7	0	11	4	4	0	175	2150
8:20 AM	21	68	9	0	6	39	1	0	6	4	6	0	4	9	4	0	177	2190
8:25 AM	7	45	12	0	5	59	2	1	3	9	7	0	11	8	4	0	173	2190
8:30 AM	17	69	10	0	3	51	0	0	5	8	9	0	1	8	6	0	187	2220
8:35 AM	4	54	4	0	5	59	0	0	4	15	10	0	4	7	5	0	171	2226
8:40 AM	7	66	14	0	8	40	0	0	4	10	12	0	5	9	5	0	180	2190
8:45 AM	3	64	7	0	1	60	0	0	7	8	10	0	5	6	6	0	177	2162
8:50 AM	14	74	8	0	9	31	2	0	2	11	4	0	9	8	7	0	179	2117
8:55 AM	12	65	19	0	17	49	1	0	4	6	9	0	12	7	5	0	206	2171
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	144	996	132	0	60	772	40	0	44	88	76	0	92	64	72	0	2580	
Heavy Trucks	0	32	0	0	0	40	0	0	0	8	4	0	4	0	4	0	92	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: SE 164th Ave -- SE McGillivray Blvd
CITY/STATE: Vancouver, WA

QC JOB #: 15932026
DATE: Wed, Oct 26 2022



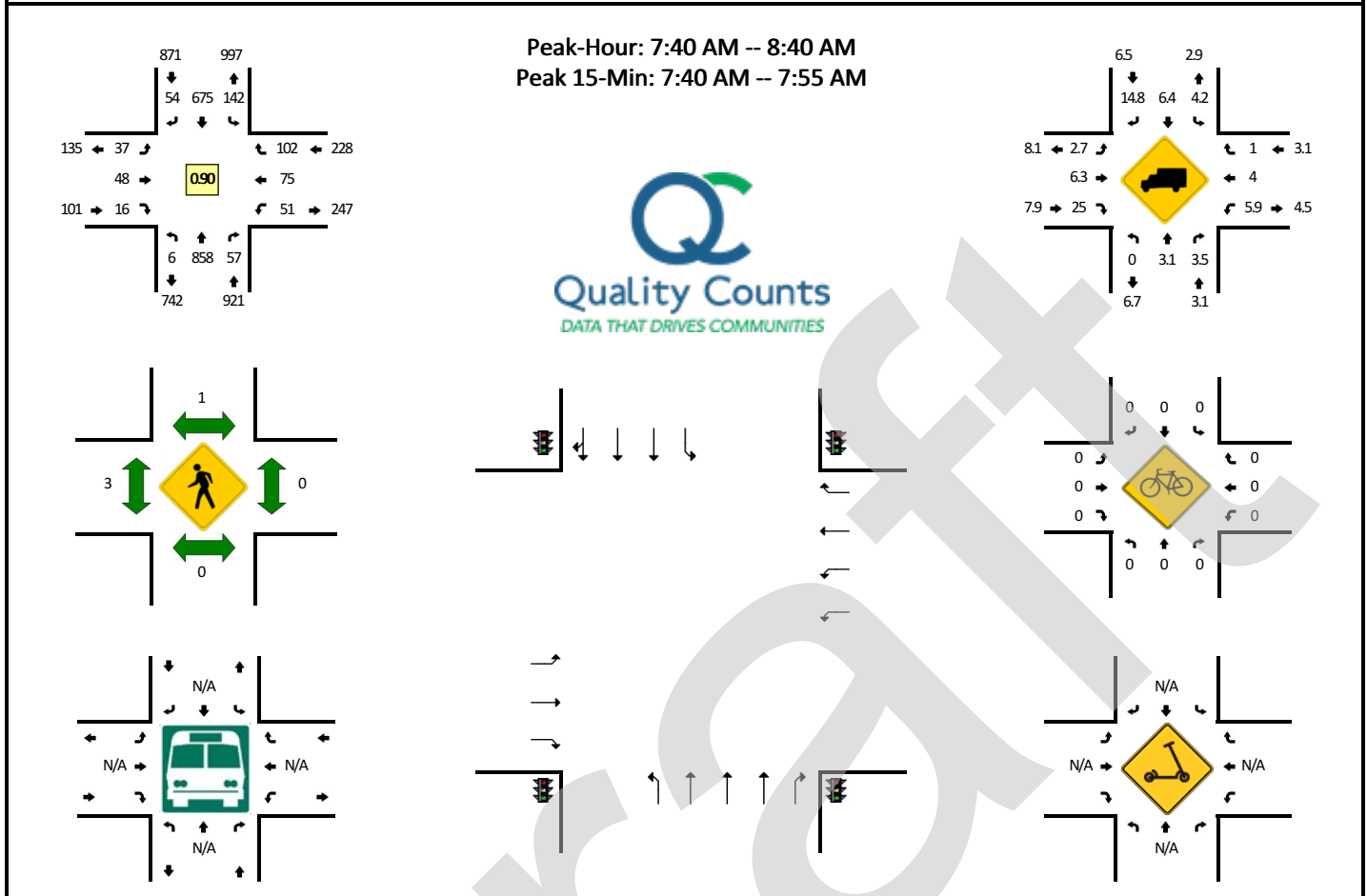
5-Min Count Period Beginning At	SE 164th Ave (Northbound)				SE 164th Ave (Southbound)				SE McGillivray Blvd (Eastbound)				SE McGillivray Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	17	79	11	0	16	86	6	1	6	6	12	0	10	15	11	0	276	
3:05 PM	11	47	12	0	5	57	3	0	6	16	14	0	23	15	10	0	219	
3:10 PM	25	80	16	0	14	74	2	0	6	9	19	0	13	10	12	0	280	
3:15 PM	16	46	13	1	11	65	0	0	11	22	10	0	15	12	19	0	241	
3:20 PM	18	84	18	0	8	89	5	0	8	14	11	0	10	15	16	0	296	
3:25 PM	12	52	16	0	13	39	6	2	14	27	17	0	21	13	7	0	239	
3:30 PM	21	70	26	0	20	73	6	0	8	18	13	0	9	10	15	0	289	
3:35 PM	18	66	11	0	8	105	2	0	7	12	19	0	22	14	9	0	293	
3:40 PM	23	83	17	0	12	55	4	0	13	15	17	0	12	12	15	0	278	
3:45 PM	18	68	21	0	10	75	7	1	2	15	15	0	18	13	12	0	275	
3:50 PM	34	94	24	0	13	72	3	0	9	15	16	0	16	11	15	0	322	
3:55 PM	21	60	18	0	13	78	7	0	4	14	14	0	10	15	19	0	273	3281
4:00 PM	27	69	18	0	11	65	3	0	7	13	11	0	10	15	14	0	263	3268
4:05 PM	12	58	7	0	4	71	4	0	6	14	11	0	21	12	15	0	235	3284
4:10 PM	21	80	16	0	9	76	3	0	15	17	16	0	13	9	5	0	280	3284
4:15 PM	17	59	14	0	20	76	7	0	6	18	11	0	19	13	10	0	270	3313
4:20 PM	23	91	21	0	4	70	5	0	9	18	16	1	11	10	14	0	293	3310
4:25 PM	13	58	10	0	18	70	1	0	6	12	6	0	20	13	7	0	234	3305
4:30 PM	27	86	18	0	12	75	6	1	7	8	18	0	9	6	11	0	284	3300
4:35 PM	17	61	17	0	12	91	2	0	5	9	14	0	15	16	13	0	272	3279
4:40 PM	26	83	21	0	8	63	3	1	12	15	23	0	19	7	11	0	292	3293
4:45 PM	13	64	18	0	8	82	6	2	10	14	7	0	20	11	15	0	270	3288
4:50 PM	27	83	22	0	12	71	3	1	13	20	16	0	8	11	6	0	293	3259
4:55 PM	21	60	22	0	10	89	4	0	4	20	12	0	27	16	16	0	301	3287
5:00 PM	30	87	17	0	5	63	10	0	10	22	16	0	9	15	9	0	293	3317
5:05 PM	19	59	12	0	12	92	6	0	9	20	15	0	20	17	16	0	297	3379
5:10 PM	25	95	19	0	8	70	6	0	6	18	18	0	16	14	9	0	304	3403
5:15 PM	20	70	7	0	9	100	7	0	6	10	9	0	21	18	10	0	287	3420
5:20 PM	26	96	19	0	13	69	7	1	11	23	15	0	17	16	16	0	329	3456
5:25 PM	27	62	11	0	17	91	10	1	10	14	7	0	15	21	15	0	301	3523
5:30 PM	27	112	22	0	9	53	12	0	12	11	17	1	11	14	8	0	309	3548
5:35 PM	18	72	10	0	10	76	5	0	8	14	20	0	18	22	17	0	290	3566
5:40 PM	22	99	14	0	6	82	6	0	6	20	15	0	13	8	10	0	301	3575
5:45 PM	13	75	18	0	8	70	7	1	3	16	7	0	14	14	13	0	259	3564
5:50 PM	21	90	14	0	10	47	5	0	12	13	15	0	10	12	14	0	263	3534
5:55 PM	13	63	19	0	13	61	3	0	6	7	12	0	10	17	10	0	234	3467

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	320	1080	208	0	156	852	116	8	132	192	156	4	172	204	156	0	3756
Heavy Trucks	8	24	0		0	4	0		0	4	0		0	0	8		48
Buses																	
Pedestrians		8				4				0				16			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

DRAFT

LOCATION: SE 164th Ave -- SE Village Loop/SE 20th St
CITY/STATE: Vancouver, WA

QC JOB #: 15932027
DATE: Wed, Oct 26 2022

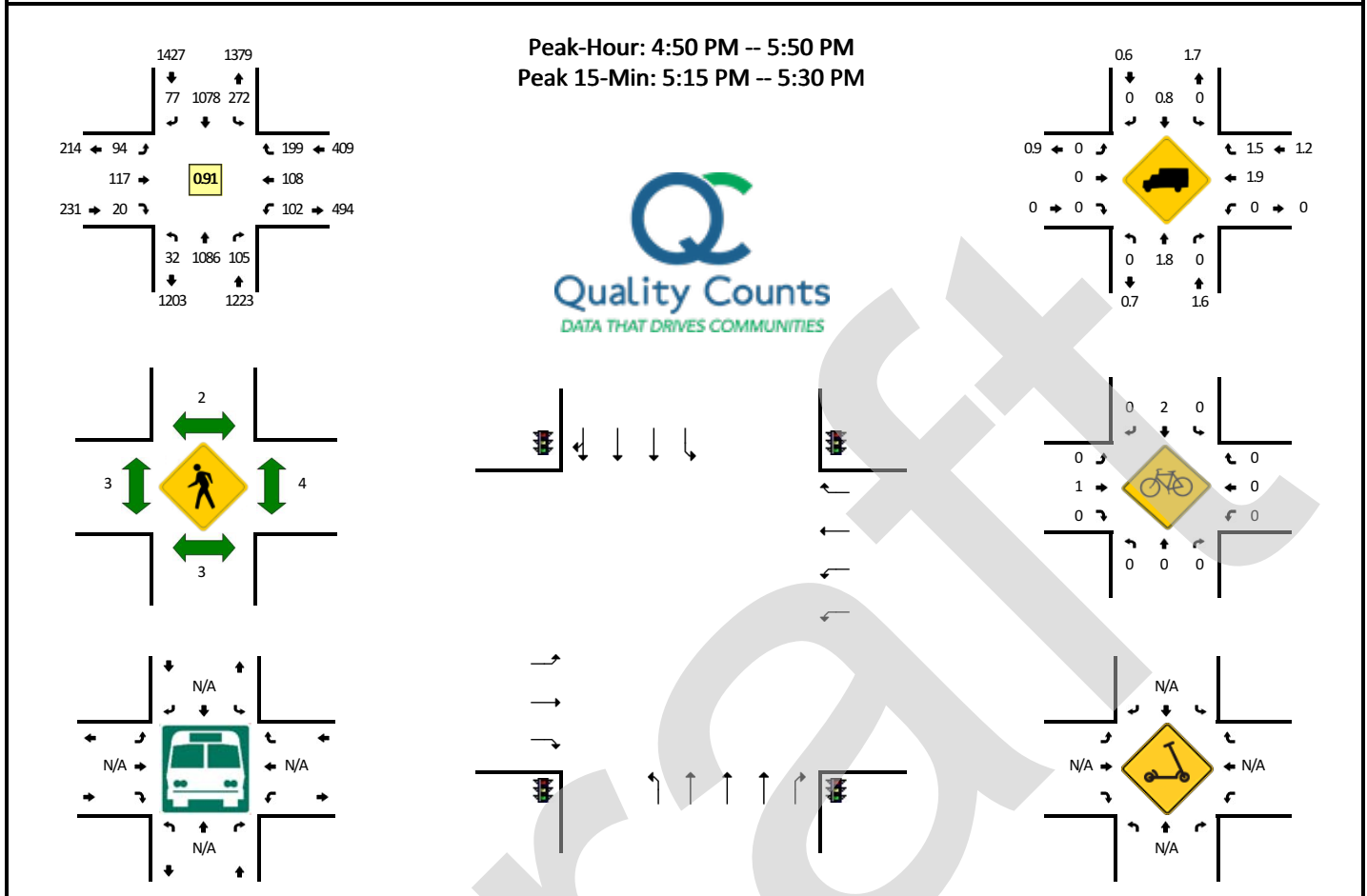


5-Min Count Period Beginning At	SE 164th Ave (Northbound)				SE 164th Ave (Southbound)				SE Village Loop/SE 20th St (Eastbound)				SE Village Loop/SE 20th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	52	1	0	8	33	4	0	2	0	2	0	2	3	4	0	112	
7:05 AM	0	28	2	0	13	54	4	0	3	0	3	0	2	2	3	0	114	
7:10 AM	0	42	1	0	11	47	2	0	1	1	0	0	2	8	6	0	121	
7:15 AM	0	49	3	0	11	38	2	0	2	1	1	0	2	3	13	0	125	
7:20 AM	0	37	2	0	17	32	4	0	0	4	2	0	3	3	5	0	109	
7:25 AM	0	73	3	0	17	54	5	0	1	3	0	0	6	3	12	0	177	
7:30 AM	0	55	5	0	6	53	0	0	2	0	2	0	7	5	4	0	139	
7:35 AM	1	64	2	0	15	45	0	0	4	2	1	0	8	7	17	0	166	
7:40 AM	1	89	8	0	6	60	3	0	4	4	3	0	3	5	7	0	193	
7:45 AM	0	74	4	0	11	75	2	0	10	4	2	0	3	4	4	0	193	
7:50 AM	0	95	4	0	14	71	3	0	1	2	0	0	6	7	2	0	205	
7:55 AM	0	74	2	0	10	28	6	0	2	8	2	0	3	4	14	0	153	1807
8:00 AM	0	69	6	0	13	49	6	0	0	3	0	0	2	13	2	0	163	1858
8:05 AM	0	62	3	0	21	58	4	0	4	3	3	0	4	5	20	0	187	1931
8:10 AM	0	65	7	0	7	59	6	0	3	2	0	0	6	4	4	0	163	1973
8:15 AM	1	60	7	0	7	60	4	0	2	4	2	0	6	6	12	0	171	2019
8:20 AM	0	82	6	0	12	53	7	0	2	4	1	0	7	8	8	0	190	2100
8:25 AM	1	52	2	0	16	46	8	0	3	7	1	0	3	10	14	0	163	2086
8:30 AM	2	66	5	0	14	61	3	0	3	1	2	0	5	2	7	0	171	2118
8:35 AM	1	70	3	0	11	55	2	0	3	6	0	0	3	7	8	0	169	2121
8:40 AM	0	59	4	0	9	54	1	0	6	3	2	0	6	8	10	0	162	2090
8:45 AM	3	79	3	0	12	40	3	0	5	6	2	0	4	3	10	0	170	2067
8:50 AM	1	73	3	0	15	54	3	0	2	1	0	0	5	5	11	0	173	2035
8:55 AM	1	80	2	0	14	53	4	0	5	6	1	0	3	3	13	0	185	2067
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	1032	64	0	124	824	32	0	60	40	20	0	48	64	52	0	2364	
Heavy Trucks	0	40	0	0	8	36	4	0	4	0	4	0	4	4	0	0	104	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																		

Comments:

LOCATION: SE 164th Ave -- SE Village Loop/SE 20th St
CITY/STATE: Vancouver, WA

QC JOB #: 15932028
DATE: Wed, Oct 26 2022



5-Min Count Period Beginning At	SE 164th Ave (Northbound)				SE 164th Ave (Southbound)				SE Village Loop/SE 20th St (Eastbound)				SE Village Loop/SE 20th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	86	7	0	23	78	7	0	10	5	3	0	7	4	15	0	245	
3:05 PM	2	65	4	0	14	51	2	0	9	12	3	0	10	9	16	0	197	
3:10 PM	1	84	9	0	18	99	10	0	10	4	2	0	7	9	16	0	269	
3:15 PM	1	68	10	1	18	62	3	0	10	9	2	0	9	5	15	0	213	
3:20 PM	1	108	8	0	22	97	3	0	6	4	1	0	11	11	14	0	286	
3:25 PM	0	65	6	0	24	67	7	0	12	12	4	0	11	10	16	0	234	
3:30 PM	0	97	5	0	19	74	1	0	5	2	1	0	4	10	14	0	232	
3:35 PM	1	65	7	0	20	122	5	0	3	5	4	0	6	10	13	0	261	
3:40 PM	7	90	14	0	17	61	3	0	7	9	2	0	6	11	25	0	252	
3:45 PM	4	93	5	0	17	89	9	0	4	5	0	0	5	9	21	0	261	
3:50 PM	0	78	10	0	14	82	6	0	9	11	2	0	12	13	13	0	250	
3:55 PM	2	100	5	0	19	83	1	0	5	8	2	0	10	9	14	0	258	2958
4:00 PM	3	63	9	0	17	67	4	0	8	12	3	0	19	12	16	0	233	2946
4:05 PM	3	77	9	0	15	84	6	0	6	9	3	0	4	5	14	0	235	2984
4:10 PM	0	66	11	0	20	80	6	0	9	11	4	0	10	12	13	0	242	2957
4:15 PM	2	103	6	0	17	103	2	0	9	10	1	0	8	8	18	0	287	3031
4:20 PM	1	79	10	0	23	75	4	0	7	10	0	0	12	8	20	0	249	2994
4:25 PM	1	96	9	1	26	89	8	0	6	2	1	0	6	5	27	0	277	3037
4:30 PM	2	82	6	0	21	75	8	1	10	9	2	0	20	11	14	0	261	3066
4:35 PM	0	85	12	0	18	104	3	0	6	6	2	0	3	4	19	0	262	3067
4:40 PM	2	73	11	3	18	62	5	0	4	18	2	0	8	9	20	0	235	3050
4:45 PM	3	90	8	0	22	94	3	0	4	9	3	0	9	7	14	0	266	3055
4:50 PM	2	63	10	0	22	78	5	0	7	11	3	0	12	16	12	0	241	3046
4:55 PM	3	99	11	0	18	109	12	0	9	5	1	0	6	9	18	0	300	3088
5:00 PM	4	68	9	0	23	69	5	0	10	10	1	0	14	13	15	0	241	3096
5:05 PM	4	99	11	0	24	105	7	0	8	6	1	0	5	4	10	0	284	3145
5:10 PM	1	71	4	0	24	78	8	0	12	16	1	0	15	13	15	0	258	3161
5:15 PM	2	112	8	0	27	112	8	0	6	8	2	0	9	4	18	0	316	3190
5:20 PM	3	73	16	0	17	89	2	0	9	11	0	0	6	9	22	0	257	3198
5:25 PM	1	115	9	1	29	110	9	0	7	13	4	0	7	7	18	0	330	3251
5:30 PM	5	106	7	0	15	72	5	0	9	12	1	0	8	9	11	0	260	3250
5:35 PM	1	103	6	1	21	90	8	0	6	12	0	0	9	6	24	0	287	3275
5:40 PM	1	68	7	0	24	77	1	0	5	9	3	0	6	11	16	0	228	3268
5:45 PM	2	109	7	1	28	89	7	0	6	4	3	0	5	7	20	0	288	3290
5:50 PM	1	84	12	0	27	54	2	0	8	14	2	0	13	8	15	0	240	3289
5:55 PM	1	100	6	1	26	69	3	0	7	10	2	0	9	6	28	0	268	3257

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	1200	132	4	292	1244	76	0	88	128	24	0	88	80	232	0	3612
Heavy Trucks	0	28	0		0	8	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				4				8			12
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	
<i>Comments:</i>																	

Report generated on 11/18/2022 12:01 PM

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

24-Hour Counts

Draft

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE Chkalov Dr

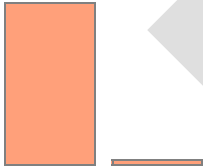
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932029

DIRECTION: WB

DATE: Oct 26 2022

Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	19	0	19
01:00 AM	12	0	12
02:00 AM	8	0	8
03:00 AM	20	1	21
04:00 AM	52	1	53
05:00 AM	158	2	160
06:00 AM	298	2	300
07:00 AM	517	19	536
08:00 AM	498	18	516
09:00 AM	312	10	322
10:00 AM	302	14	316
11:00 AM	299	12	311
12:00 PM	304	4	308
01:00 PM	343	19	362
02:00 PM	370	24	394
03:00 PM	410	21	431
04:00 PM	461	12	473
05:00 PM	578	6	584
06:00 PM	355	3	358
07:00 PM	225	6	231
08:00 PM	172	0	172
09:00 PM	101	0	101
10:00 PM	89	1	90
11:00 PM	38	0	38
Day Total	5941	175	
Percent	97.1%	2.9%	6116
ADT 6116			
AM Peak Volume	7:00 AM 517	7:00 AM 19	7:00 AM 536
PM Peak Volume	5:00 PM 578	2:00 PM 24	5:00 PM 584

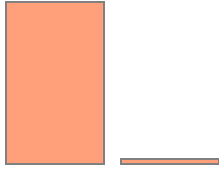
Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE Chkalov Dr
SPECIFIC LOCATION:
CITY/STATE: Vancouver, WA

QC JOB #: 15932029
DIRECTION: WB
DATE: Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	5941 97.1%	175 2.9%	6116
ADT 6116			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE Chkalov Dr							QC JOB #: 15932029			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			19			19			19	
01:00 AM			12			12			12	
02:00 AM			8			8			8	
03:00 AM			21			21			21	
04:00 AM			53			53			53	
05:00 AM			160			160			160	
06:00 AM			300			300			300	
07:00 AM			536			536			536	
08:00 AM			516			516			516	
09:00 AM			322			322			322	
10:00 AM			316			316			316	
11:00 AM			311			311			311	
12:00 PM			308			308			308	
01:00 PM			362			362			362	
02:00 PM			394			394			394	
03:00 PM			431			431			431	
04:00 PM			473			473			473	
05:00 PM			584			584			584	
06:00 PM			358			358			358	
07:00 PM			231			231			231	
08:00 PM			172			172			172	
09:00 PM			101			101			101	
10:00 PM			90			90			90	
11:00 PM			38			38			38	
Day Total			6116			6116			6116	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 536			7:00 AM 536			7:00 AM 536	
PM Peak Volume			5:00 PM 584			5:00 PM 584			5:00 PM 584	
Comments:										

Report generated on 11/17/2022 3:13 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE 119th Ave north of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932030

DIRECTION: SB

DATE: Oct 26 2022

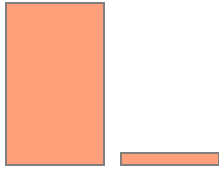
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	0	0	0
01:00 AM	2	0	2
02:00 AM	0	0	0
03:00 AM	1	0	1
04:00 AM	1	0	1
05:00 AM	6	0	6
06:00 AM	8	0	8
07:00 AM	12	3	15
08:00 AM	13	5	18
09:00 AM	10	0	10
10:00 AM	14	3	17
11:00 AM	15	1	16
12:00 PM	17	0	17
01:00 PM	23	0	23
02:00 PM	12	2	14
03:00 PM	17	1	18
04:00 PM	12	0	12
05:00 PM	17	0	17
06:00 PM	10	0	10
07:00 PM	10	0	10
08:00 PM	7	0	7
09:00 PM	2	0	2
10:00 PM	5	0	5
11:00 PM	5	0	5
Day Total Percent	219 93.6%	15 6.4%	234
ADT 234			
AM Peak Volume	11:00 AM 15	8:00 AM 5	8:00 AM 18
PM Peak Volume	1:00 PM 23	2:00 PM 2	1:00 PM 23

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE 119th Ave north of SE McGillivray Blvd**QC JOB #:** 15932030**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	219 93.6%	15 6.4%	234
ADT 234			

Comments:

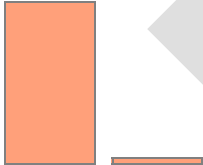
Type of report: Tube Count - Volume Data

LOCATION: SB SE 119th Ave north of SE McGillivray Blvd							QC JOB #: 15932030			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
01:00 AM			2			2			2	
02:00 AM			0			0			0	
03:00 AM			1			1			1	
04:00 AM			1			1			1	
05:00 AM			6			6			6	
06:00 AM			8			8			8	
07:00 AM			15			15			15	
08:00 AM			18			18			18	
09:00 AM			10			10			10	
10:00 AM			17			17			17	
11:00 AM			16			16			16	
12:00 PM			17			17			17	
01:00 PM			23			23			23	
02:00 PM			14			14			14	
03:00 PM			18			18			18	
04:00 PM			12			12			12	
05:00 PM			17			17			17	
06:00 PM			10			10			10	
07:00 PM			10			10			10	
08:00 PM			7			7			7	
09:00 PM			2			2			2	
10:00 PM			5			5			5	
11:00 PM			5			5			5	
Day Total			234			234			234	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 18			8:00 AM 18			8:00 AM 18	
PM Peak Volume			1:00 PM 23			1:00 PM 23			1:00 PM 23	
Comments:										

Report generated on 11/17/2022 3:13 PM

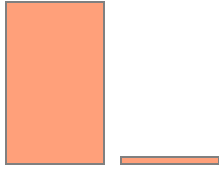
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: WB SE McGillivray Blvd east of**QC JOB #:** 15932031**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	20	0	20
01:00 AM	13	0	13
02:00 AM	8	0	8
03:00 AM	21	0	21
04:00 AM	53	1	54
05:00 AM	152	3	155
06:00 AM	288	4	292
07:00 AM	514	20	534
08:00 AM	500	18	518
09:00 AM	302	11	313
10:00 AM	281	18	299
11:00 AM	295	13	308
12:00 PM	305	4	309
01:00 PM	341	19	360
02:00 PM	371	23	394
03:00 PM	409	21	430
04:00 PM	461	11	472
05:00 PM	570	8	578
06:00 PM	363	5	368
07:00 PM	209	6	215
08:00 PM	171	0	171
09:00 PM	99	0	99
10:00 PM	83	1	84
11:00 PM	39	0	39
Day Total	5868	186	6054
Percent	96.9%	3.1%	
ADT 6054			
AM Peak Volume	7:00 AM 514	7:00 AM 20	7:00 AM 534
PM Peak Volume	5:00 PM 570	2:00 PM 23	5:00 PM 578

Comments:

LOCATION: WB SE McGillivray Blvd east of**QC JOB #:** 15932031**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5868	186	6054
Percent	96.9%	3.1%	
ADT 6054			

Comments:

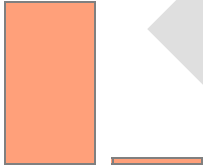
Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of										QC JOB #: 15932031	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022	
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			20			20			20		
01:00 AM			13			13			13		
02:00 AM			8			8			8		
03:00 AM			21			21			21		
04:00 AM			54			54			54		
05:00 AM			155			155			155		
06:00 AM			292			292			292		
07:00 AM			534			534			534		
08:00 AM			518			518			518		
09:00 AM			313			313			313		
10:00 AM			299			299			299		
11:00 AM			308			308			308		
12:00 PM			309			309			309		
01:00 PM			360			360			360		
02:00 PM			394			394			394		
03:00 PM			430			430			430		
04:00 PM			472			472			472		
05:00 PM			578			578			578		
06:00 PM			368			368			368		
07:00 PM			215			215			215		
08:00 PM			171			171			171		
09:00 PM			99			99			99		
10:00 PM			84			84			84		
11:00 PM			39			39			39		
Day Total			6054			6054			6054		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			7:00 AM 534			7:00 AM 534			7:00 AM 534		
PM Peak Volume			5:00 PM 578			5:00 PM 578			5:00 PM 578		
Comments:											

Report generated on 11/17/2022 3:13 PM

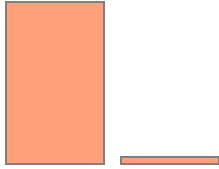
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: EB SE McGillivray Blvd west of**QC JOB #:** 15932032**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	31	0	31
01:00 AM	21	0	21
02:00 AM	12	0	12
03:00 AM	8	0	8
04:00 AM	22	0	22
05:00 AM	29	0	29
06:00 AM	91	2	93
07:00 AM	206	17	223
08:00 AM	300	32	332
09:00 AM	231	20	251
10:00 AM	268	14	282
11:00 AM	284	9	293
12:00 PM	313	6	319
01:00 PM	370	16	386
02:00 PM	405	17	422
03:00 PM	477	23	500
04:00 PM	612	11	623
05:00 PM	600	7	607
06:00 PM	467	6	473
07:00 PM	268	2	270
08:00 PM	217	2	219
09:00 PM	143	1	144
10:00 PM	94	0	94
11:00 PM	62	0	62
Day Total Percent	5531 96.8%	185 3.2%	5716
ADT 5716			
AM Peak Volume	8:00 AM 300	8:00 AM 32	8:00 AM 332
PM Peak Volume	4:00 PM 612	3:00 PM 23	4:00 PM 623

Comments:

LOCATION: EB SE McGillivray Blvd west of**QC JOB #:** 15932032**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5531	185	5716
Percent	96.8%	3.2%	
ADT 5716			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of							QC JOB #: 15932032			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			31			31			31	
01:00 AM			21			21			21	
02:00 AM			12			12			12	
03:00 AM			8			8			8	
04:00 AM			22			22			22	
05:00 AM			29			29			29	
06:00 AM			93			93			93	
07:00 AM			223			223			223	
08:00 AM			332			332			332	
09:00 AM			251			251			251	
10:00 AM			282			282			282	
11:00 AM			293			293			293	
12:00 PM			319			319			319	
01:00 PM			386			386			386	
02:00 PM			422			422			422	
03:00 PM			500			500			500	
04:00 PM			623			623			623	
05:00 PM			607			607			607	
06:00 PM			473			473			473	
07:00 PM			270			270			270	
08:00 PM			219			219			219	
09:00 PM			144			144			144	
10:00 PM			94			94			94	
11:00 PM			62			62			62	
Day Total			5716			5716			5716	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 332			8:00 AM 332			8:00 AM 332	
PM Peak Volume			4:00 PM 623			4:00 PM 623			4:00 PM 623	
Comments:										

Report generated on 11/17/2022 3:13 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGilivray Blvd east of SE 121st Ave

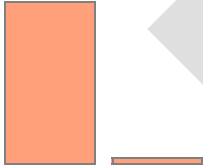
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932033

DIRECTION: WB

DATE: Oct 26 2022

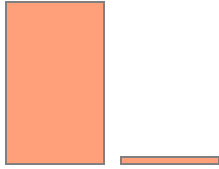
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	19	0	19
01:00 AM	12	0	12
02:00 AM	8	0	8
03:00 AM	20	0	20
04:00 AM	50	1	51
05:00 AM	135	2	137
06:00 AM	265	6	271
07:00 AM	480	18	498
08:00 AM	484	16	500
09:00 AM	290	8	298
10:00 AM	276	14	290
11:00 AM	265	13	278
12:00 PM	289	4	293
01:00 PM	317	15	332
02:00 PM	351	24	375
03:00 PM	388	21	409
04:00 PM	436	9	445
05:00 PM	566	6	572
06:00 PM	330	5	335
07:00 PM	193	6	199
08:00 PM	169	0	169
09:00 PM	91	0	91
10:00 PM	81	1	82
11:00 PM	34	0	34
Day Total	5549	169	
Percent	97%	3%	5718
ADT 5718			
AM Peak Volume	8:00 AM 484	7:00 AM 18	8:00 AM 500
PM Peak Volume	5:00 PM 566	2:00 PM 24	5:00 PM 572

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE 121st Ave**QC JOB #:** 15932033**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5549	169	5718
Percent	97%	3%	
ADT 5718			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE 121st Ave							QC JOB #: 15932033			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			19			19			19	
01:00 AM			12			12			12	
02:00 AM			8			8			8	
03:00 AM			20			20			20	
04:00 AM			51			51			51	
05:00 AM			137			137			137	
06:00 AM			271			271			271	
07:00 AM			498			498			498	
08:00 AM			500			500			500	
09:00 AM			298			298			298	
10:00 AM			290			290			290	
11:00 AM			278			278			278	
12:00 PM			293			293			293	
01:00 PM			332			332			332	
02:00 PM			375			375			375	
03:00 PM			409			409			409	
04:00 PM			445			445			445	
05:00 PM			572			572			572	
06:00 PM			335			335			335	
07:00 PM			199			199			199	
08:00 PM			169			169			169	
09:00 PM			91			91			91	
10:00 PM			82			82			82	
11:00 PM			34			34			34	
Day Total			5718			5718			5718	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 500			8:00 AM 500			8:00 AM 500	
PM Peak Volume			5:00 PM 572			5:00 PM 572			5:00 PM 572	
Comments:										

Report generated on 11/17/2022 3:13 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE 121st Ave south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932034

DIRECTION: NB

DATE: Oct 26 2022

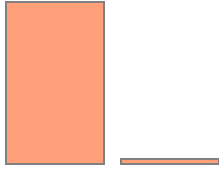
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	0	0	0
01:00 AM	0	0	0
02:00 AM	0	0	0
03:00 AM	1	0	1
04:00 AM	5	0	5
05:00 AM	15	0	15
06:00 AM	25	0	25
07:00 AM	37	2	39
08:00 AM	33	1	34
09:00 AM	34	0	34
10:00 AM	30	1	31
11:00 AM	33	1	34
12:00 PM	28	1	29
01:00 PM	40	2	42
02:00 PM	25	2	27
03:00 PM	35	0	35
04:00 PM	36	0	36
05:00 PM	26	0	26
06:00 PM	37	1	38
07:00 PM	24	0	24
08:00 PM	12	0	12
09:00 PM	14	0	14
10:00 PM	10	0	10
11:00 PM	4	0	4
Day Total	504	11	515
Percent	97.9%	2.1%	
ADT 515			
AM Peak Volume	7:00 AM 37	7:00 AM 2	7:00 AM 39
PM Peak Volume	1:00 PM 40	1:00 PM 2	1:00 PM 42

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE 121st Ave south of SE McGillivray Blvd**QC JOB #:** 15932034**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	504 97.9%	11 2.1%	515
ADT 515			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NB SE 121st Ave south of SE McGillivray Blvd							QC JOB #: 15932034			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
01:00 AM			0			0			0	
02:00 AM			0			0			0	
03:00 AM			1			1			1	
04:00 AM			5			5			5	
05:00 AM			15			15			15	
06:00 AM			25			25			25	
07:00 AM			39			39			39	
08:00 AM			34			34			34	
09:00 AM			34			34			34	
10:00 AM			31			31			31	
11:00 AM			34			34			34	
12:00 PM			29			29			29	
01:00 PM			42			42			42	
02:00 PM			27			27			27	
03:00 PM			35			35			35	
04:00 PM			36			36			36	
05:00 PM			26			26			26	
06:00 PM			38			38			38	
07:00 PM			24			24			24	
08:00 PM			12			12			12	
09:00 PM			14			14			14	
10:00 PM			10			10			10	
11:00 PM			4			4			4	
Day Total			515			515			515	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 39			7:00 AM 39			7:00 AM 39	
PM Peak Volume			1:00 PM 42			1:00 PM 42			1:00 PM 42	
Comments:										

Report generated on 11/17/2022 3:13 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE 121st Ave

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932035

DIRECTION: EB

DATE: Oct 26 2022

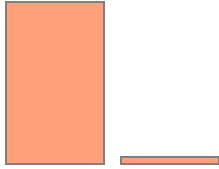
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	32	0	32
01:00 AM	18	1	19
02:00 AM	12	0	12
03:00 AM	7	0	7
04:00 AM	23	0	23
05:00 AM	32	0	32
06:00 AM	89	2	91
07:00 AM	196	18	214
08:00 AM	300	33	333
09:00 AM	233	19	252
10:00 AM	258	13	271
11:00 AM	277	8	285
12:00 PM	307	5	312
01:00 PM	365	16	381
02:00 PM	388	15	403
03:00 PM	461	22	483
04:00 PM	591	10	601
05:00 PM	585	5	590
06:00 PM	465	4	469
07:00 PM	256	1	257
08:00 PM	216	2	218
09:00 PM	138	1	139
10:00 PM	94	1	95
11:00 PM	62	0	62
Day Total	5405	176	
Percent	96.8%	3.2%	5581
ADT 5581			
AM Peak Volume	8:00 AM 300	8:00 AM 33	8:00 AM 333
PM Peak Volume	4:00 PM 591	3:00 PM 22	4:00 PM 601

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE 121st Ave**QC JOB #:** 15932035**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5405	176	5581
Percent	96.8%	3.2%	
ADT 5581			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE 121st Ave							QC JOB #: 15932035			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			32			32			32	
01:00 AM			19			19			19	
02:00 AM			12			12			12	
03:00 AM			7			7			7	
04:00 AM			23			23			23	
05:00 AM			32			32			32	
06:00 AM			91			91			91	
07:00 AM			214			214			214	
08:00 AM			333			333			333	
09:00 AM			252			252			252	
10:00 AM			271			271			271	
11:00 AM			285			285			285	
12:00 PM			312			312			312	
01:00 PM			381			381			381	
02:00 PM			403			403			403	
03:00 PM			483			483			483	
04:00 PM			601			601			601	
05:00 PM			590			590			590	
06:00 PM			469			469			469	
07:00 PM			257			257			257	
08:00 PM			218			218			218	
09:00 PM			139			139			139	
10:00 PM			95			95			95	
11:00 PM			62			62			62	
Day Total			5581			5581			5581	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 333			8:00 AM 333			8:00 AM 333	
PM Peak Volume			4:00 PM 601			4:00 PM 601			4:00 PM 601	
Comments:										

Report generated on 11/17/2022 3:13 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE 125th Ave north of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932036

DIRECTION: SB

DATE: Oct 26 2022

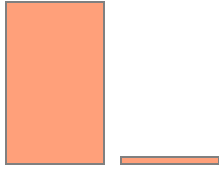
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	0	0	0
01:00 AM	2	0	2
02:00 AM	0	0	0
03:00 AM	0	0	0
04:00 AM	1	0	1
05:00 AM	1	0	1
06:00 AM	5	0	5
07:00 AM	20	0	20
08:00 AM	27	0	27
09:00 AM	11	0	11
10:00 AM	24	1	25
11:00 AM	9	1	10
12:00 PM	19	1	20
01:00 PM	25	2	27
02:00 PM	33	2	35
03:00 PM	25	1	26
04:00 PM	34	1	35
05:00 PM	33	0	33
06:00 PM	19	0	19
07:00 PM	19	2	21
08:00 PM	12	0	12
09:00 PM	8	0	8
10:00 PM	4	0	4
11:00 PM	4	0	4
Day Total Percent	335 96.8%	11 3.2%	346
ADT 346			
AM Peak Volume	8:00 AM 27	10:00 AM 1	8:00 AM 27
PM Peak Volume	4:00 PM 34	1:00 PM 2	2:00 PM 35

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE 125th Ave north of SE McGillivray Blvd**QC JOB #:** 15932036**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	335 96.8%	11 3.2%	346
ADT 346			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE 125th Ave north of SE McGillivray Blvd							QC JOB #: 15932036			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
01:00 AM			2			2			2	
02:00 AM			0			0			0	
03:00 AM			0			0			0	
04:00 AM			1			1			1	
05:00 AM			1			1			1	
06:00 AM			5			5			5	
07:00 AM			20			20			20	
08:00 AM			27			27			27	
09:00 AM			11			11			11	
10:00 AM			25			25			25	
11:00 AM			10			10			10	
12:00 PM			20			20			20	
01:00 PM			27			27			27	
02:00 PM			35			35			35	
03:00 PM			26			26			26	
04:00 PM			35			35			35	
05:00 PM			33			33			33	
06:00 PM			19			19			19	
07:00 PM			21			21			21	
08:00 PM			12			12			12	
09:00 PM			8			8			8	
10:00 PM			4			4			4	
11:00 PM			4			4			4	
Day Total			346			346			346	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 27			8:00 AM 27			8:00 AM 27	
PM Peak Volume			2:00 PM 35			2:00 PM 35			2:00 PM 35	
Comments:										

Report generated on 11/17/2022 3:13 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE 125th Ave

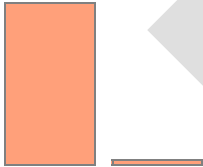
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932037

DIRECTION: WB

DATE: Oct 26 2022

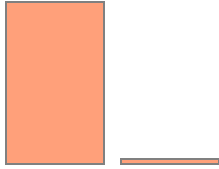
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	17	0	17
01:00 AM	10	0	10
02:00 AM	8	0	8
03:00 AM	17	0	17
04:00 AM	40	1	41
05:00 AM	117	2	119
06:00 AM	225	3	228
07:00 AM	436	0	436
08:00 AM	423	0	423
09:00 AM	256	7	263
10:00 AM	245	13	258
11:00 AM	248	13	261
12:00 PM	271	6	277
01:00 PM	276	21	297
02:00 PM	325	21	346
03:00 PM	401	20	421
04:00 PM	421	11	432
05:00 PM	542	5	547
06:00 PM	330	3	333
07:00 PM	190	4	194
08:00 PM	164	0	164
09:00 PM	84	0	84
10:00 PM	73	1	74
11:00 PM	36	1	37
Day Total	5155	132	
Percent	97.5%	2.5%	5287
ADT 5287			
AM Peak Volume	7:00 AM 436	10:00 AM 13	7:00 AM 436
PM Peak Volume	5:00 PM 542	1:00 PM 21	5:00 PM 547

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE 125th Ave**QC JOB #:** 15932037**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	5155 97.5%	132 2.5%	5287
ADT 5287			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE 125th Ave							QC JOB #: 15932037			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			17			17			17	
01:00 AM			10			10			10	
02:00 AM			8			8			8	
03:00 AM			17			17			17	
04:00 AM			41			41			41	
05:00 AM			119			119			119	
06:00 AM			228			228			228	
07:00 AM			436			436			436	
08:00 AM			423			423			423	
09:00 AM			263			263			263	
10:00 AM			258			258			258	
11:00 AM			261			261			261	
12:00 PM			277			277			277	
01:00 PM			297			297			297	
02:00 PM			346			346			346	
03:00 PM			421			421			421	
04:00 PM			432			432			432	
05:00 PM			547			547			547	
06:00 PM			333			333			333	
07:00 PM			194			194			194	
08:00 PM			164			164			164	
09:00 PM			84			84			84	
10:00 PM			74			74			74	
11:00 PM			37			37			37	
Day Total			5287			5287			5287	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 436			7:00 AM 436			7:00 AM 436	
PM Peak Volume			5:00 PM 547			5:00 PM 547			5:00 PM 547	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE 125th Ave south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932038

DIRECTION: NB

DATE: Oct 26 2022

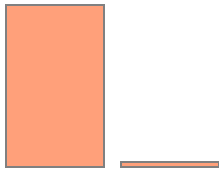
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	4	0	4
01:00 AM	0	0	0
02:00 AM	0	0	0
03:00 AM	3	0	3
04:00 AM	10	0	10
05:00 AM	31	0	31
06:00 AM	49	1	50
07:00 AM	80	0	80
08:00 AM	91	0	91
09:00 AM	72	2	74
10:00 AM	65	3	68
11:00 AM	51	2	53
12:00 PM	61	0	61
01:00 PM	79	3	82
02:00 PM	74	5	79
03:00 PM	54	4	58
04:00 PM	67	5	72
05:00 PM	68	3	71
06:00 PM	62	0	62
07:00 PM	32	0	32
08:00 PM	21	0	21
09:00 PM	14	0	14
10:00 PM	15	0	15
11:00 PM	6	0	6
Day Total Percent	1009 97.3%	28 2.7%	1037
ADT 1037			
AM Peak Volume	8:00 AM 91	10:00 AM 3	8:00 AM 91
PM Peak Volume	1:00 PM 79	2:00 PM 5	1:00 PM 82

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE 125th Ave south of SE McGillivray Blvd**QC JOB #:** 15932038**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	1009	28	1037
Percent	97.3%	2.7%	
ADT 1037			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NB SE 125th Ave south of SE McGillivray Blvd							QC JOB #: 15932038			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			4			4			4	
01:00 AM			0			0			0	
02:00 AM			0			0			0	
03:00 AM			3			3			3	
04:00 AM			10			10			10	
05:00 AM			31			31			31	
06:00 AM			50			50			50	
07:00 AM			80			80			80	
08:00 AM			91			91			91	
09:00 AM			74			74			74	
10:00 AM			68			68			68	
11:00 AM			53			53			53	
12:00 PM			61			61			61	
01:00 PM			82			82			82	
02:00 PM			79			79			79	
03:00 PM			58			58			58	
04:00 PM			72			72			72	
05:00 PM			71			71			71	
06:00 PM			62			62			62	
07:00 PM			32			32			32	
08:00 PM			21			21			21	
09:00 PM			14			14			14	
10:00 PM			15			15			15	
11:00 PM			6			6			6	
Day Total			1037			1037			1037	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 91			8:00 AM 91			8:00 AM 91	
PM Peak Volume			1:00 PM 82			1:00 PM 82			1:00 PM 82	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE 125th Ave

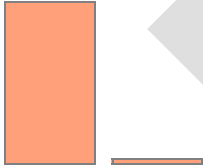
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932039

DIRECTION: EB

DATE: Oct 26 2022

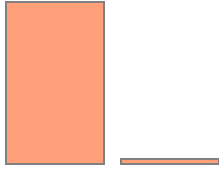
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	31	0	31
01:00 AM	15	1	16
02:00 AM	12	0	12
03:00 AM	7	0	7
04:00 AM	19	0	19
05:00 AM	27	0	27
06:00 AM	89	2	91
07:00 AM	195	0	195
08:00 AM	283	0	283
09:00 AM	228	18	246
10:00 AM	245	10	255
11:00 AM	252	8	260
12:00 PM	280	5	285
01:00 PM	336	14	350
02:00 PM	357	13	370
03:00 PM	432	18	450
04:00 PM	545	10	555
05:00 PM	527	4	531
06:00 PM	411	4	415
07:00 PM	238	2	240
08:00 PM	196	2	198
09:00 PM	122	1	123
10:00 PM	87	1	88
11:00 PM	59	0	59
Day Total Percent	4993 97.8%	113 2.2%	5106
ADT 5106			
AM Peak Volume	8:00 AM 283	9:00 AM 18	8:00 AM 283
PM Peak Volume	4:00 PM 545	3:00 PM 18	4:00 PM 555

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE 125th Ave**QC JOB #:** 15932039**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4993	113	5106
Percent	97.8%	2.2%	
ADT 5106			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE 125th Ave							QC JOB #: 15932039			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			31			31			31	
01:00 AM			16			16			16	
02:00 AM			12			12			12	
03:00 AM			7			7			7	
04:00 AM			19			19			19	
05:00 AM			27			27			27	
06:00 AM			91			91			91	
07:00 AM			195			195			195	
08:00 AM			283			283			283	
09:00 AM			246			246			246	
10:00 AM			255			255			255	
11:00 AM			260			260			260	
12:00 PM			285			285			285	
01:00 PM			350			350			350	
02:00 PM			370			370			370	
03:00 PM			450			450			450	
04:00 PM			555			555			555	
05:00 PM			531			531			531	
06:00 PM			415			415			415	
07:00 PM			240			240			240	
08:00 PM			198			198			198	
09:00 PM			123			123			123	
10:00 PM			88			88			88	
11:00 PM			59			59			59	
Day Total			5106			5106			5106	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 283			8:00 AM 283			8:00 AM 283	
PM Peak Volume			4:00 PM 555			4:00 PM 555			4:00 PM 555	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932040

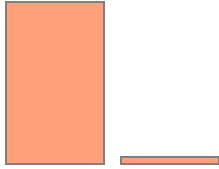
DIRECTION: EB

DATE: Oct 26 2022

Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	19	0	19
01:00 AM	9	0	9
02:00 AM	10	0	10
03:00 AM	4	0	4
04:00 AM	14	0	14
05:00 AM	34	1	35
06:00 AM	80	1	81
07:00 AM	214	15	229
08:00 AM	287	24	311
09:00 AM	210	20	230
10:00 AM	229	10	239
11:00 AM	215	9	224
12:00 PM	255	5	260
01:00 PM	269	16	285
02:00 PM	324	20	344
03:00 PM	381	21	402
04:00 PM	449	11	460
05:00 PM	439	3	442
06:00 PM	340	3	343
07:00 PM	177	0	177
08:00 PM	137	2	139
09:00 PM	88	0	88
10:00 PM	70	0	70
11:00 PM	41	0	41
Day Total	4295	161	
Percent	96.4%	3.6%	4456
ADT 4456			
AM Peak	8:00 AM	8:00 AM	8:00 AM
Volume	287	24	311
PM Peak	4:00 PM	3:00 PM	4:00 PM
Volume	449	21	460

Comments:

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave**QC JOB #:** 15932040**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4295	161	4456
Percent	96.4%	3.6%	
ADT 4456			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave							QC JOB #: 15932040			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			19			19			19	
01:00 AM			9			9			9	
02:00 AM			10			10			10	
03:00 AM			4			4			4	
04:00 AM			14			14			14	
05:00 AM			35			35			35	
06:00 AM			81			81			81	
07:00 AM			229			229			229	
08:00 AM			311			311			311	
09:00 AM			230			230			230	
10:00 AM			239			239			239	
11:00 AM			224			224			224	
12:00 PM			260			260			260	
01:00 PM			285			285			285	
02:00 PM			344			344			344	
03:00 PM			402			402			402	
04:00 PM			460			460			460	
05:00 PM			442			442			442	
06:00 PM			343			343			343	
07:00 PM			177			177			177	
08:00 PM			139			139			139	
09:00 PM			88			88			88	
10:00 PM			70			70			70	
11:00 PM			41			41			41	
Day Total			4456			4456			4456	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 311			8:00 AM 311			8:00 AM 311	
PM Peak Volume			4:00 PM 460			4:00 PM 460			4:00 PM 460	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932040

DIRECTION: EB, WB

DATE: Oct 26 2022

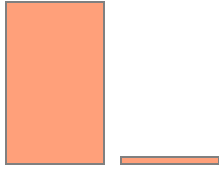
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	38	0	38
01:00 AM	21	0	21
02:00 AM	18	0	18
03:00 AM	24	0	24
04:00 AM	64	1	65
05:00 AM	170	3	173
06:00 AM	348	5	353
07:00 AM	695	15	710
08:00 AM	767	24	791
09:00 AM	495	27	522
10:00 AM	505	25	530
11:00 AM	479	22	501
12:00 PM	549	10	559
01:00 PM	587	34	621
02:00 PM	670	44	714
03:00 PM	773	43	816
04:00 PM	884	21	905
05:00 PM	1006	11	1017
06:00 PM	678	6	684
07:00 PM	372	4	376
08:00 PM	304	2	306
09:00 PM	179	0	179
10:00 PM	154	1	155
11:00 PM	75	1	76
Day Total	9855	299	
Percent	97.1%	2.9%	10154
ADT 10154			
AM Peak Volume	8:00 AM 767	9:00 AM 27	8:00 AM 791
PM Peak Volume	5:00 PM 1006	2:00 PM 44	5:00 PM 1017

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave**QC JOB #:** 15932040**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	9855	299	10154
Percent	97.1%	2.9%	
ADT 10154			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave										QC JOB #: 15932040	
SPECIFIC LOCATION:										DIRECTION: EB, WB	
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022	
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			38			38			38		
01:00 AM			21			21			21		
02:00 AM			18			18			18		
03:00 AM			24			24			24		
04:00 AM			65			65			65		
05:00 AM			173			173			173		
06:00 AM			353			353			353		
07:00 AM			710			710			710		
08:00 AM			791			791			791		
09:00 AM			522			522			522		
10:00 AM			530			530			530		
11:00 AM			501			501			501		
12:00 PM			559			559			559		
01:00 PM			621			621			621		
02:00 PM			714			714			714		
03:00 PM			816			816			816		
04:00 PM			905			905			905		
05:00 PM			1017			1017			1017		
06:00 PM			684			684			684		
07:00 PM			376			376			376		
08:00 PM			306			306			306		
09:00 PM			179			179			179		
10:00 PM			155			155			155		
11:00 PM			76			76			76		
Day Total			10154			10154			10154		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			8:00 AM 791			8:00 AM 791			8:00 AM 791		
PM Peak Volume			5:00 PM 1017			5:00 PM 1017			5:00 PM 1017		
Comments:											

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932040

DIRECTION: WB

DATE: Oct 26 2022

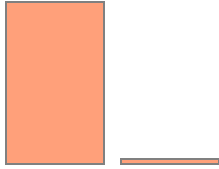
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	19	0	19
01:00 AM	12	0	12
02:00 AM	8	0	8
03:00 AM	20	0	20
04:00 AM	50	1	51
05:00 AM	136	2	138
06:00 AM	268	4	272
07:00 AM	481	0	481
08:00 AM	480	0	480
09:00 AM	285	7	292
10:00 AM	276	15	291
11:00 AM	264	13	277
12:00 PM	294	5	299
01:00 PM	318	18	336
02:00 PM	346	24	370
03:00 PM	392	22	414
04:00 PM	435	10	445
05:00 PM	567	8	575
06:00 PM	338	3	341
07:00 PM	195	4	199
08:00 PM	167	0	167
09:00 PM	91	0	91
10:00 PM	84	1	85
11:00 PM	34	1	35
Day Total	5560	138	5698
Percent	97.6%	2.4%	
ADT 5698			
AM Peak Volume	7:00 AM 481	10:00 AM 15	7:00 AM 481
PM Peak Volume	5:00 PM 567	2:00 PM 24	5:00 PM 575

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave**QC JOB #:** 15932040**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5560	138	5698
Percent	97.6%	2.4%	
ADT 5698			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SE McGillivray Blvd btwn SE 125th Ave and Talton Ave							QC JOB #: 15932040			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			19			19			19	
01:00 AM			12			12			12	
02:00 AM			8			8			8	
03:00 AM			20			20			20	
04:00 AM			51			51			51	
05:00 AM			138			138			138	
06:00 AM			272			272			272	
07:00 AM			481			481			481	
08:00 AM			480			480			480	
09:00 AM			292			292			292	
10:00 AM			291			291			291	
11:00 AM			277			277			277	
12:00 PM			299			299			299	
01:00 PM			336			336			336	
02:00 PM			370			370			370	
03:00 PM			414			414			414	
04:00 PM			445			445			445	
05:00 PM			575			575			575	
06:00 PM			341			341			341	
07:00 PM			199			199			199	
08:00 PM			167			167			167	
09:00 PM			91			91			91	
10:00 PM			85			85			85	
11:00 PM			35			35			35	
Day Total			5698			5698			5698	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 481			7:00 AM 481			7:00 AM 481	
PM Peak Volume			5:00 PM 575			5:00 PM 575			5:00 PM 575	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE 132nd Ave north of SE McGilivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932041

DIRECTION: SB

DATE: Oct 26 2022

Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	1	0	1
01:00 AM	0	0	0
02:00 AM	0	0	0
03:00 AM	0	0	0
04:00 AM	0	0	0
05:00 AM	3	1	4
06:00 AM	9	0	9
07:00 AM	16	0	16
08:00 AM	25	3	28
09:00 AM	11	0	11
10:00 AM	12	1	13
11:00 AM	18	2	20
12:00 PM	18	2	20
01:00 PM	19	1	20
02:00 PM	20	0	20
03:00 PM	20	2	22
04:00 PM	27	0	27
05:00 PM	28	0	28
06:00 PM	15	1	16
07:00 PM	10	0	10
08:00 PM	5	0	5
09:00 PM	7	0	7
10:00 PM	7	0	7
11:00 PM	2	0	2
Day Total	273	13	286
Percent	95.5%	4.5%	
ADT 286			
AM Peak Volume	8:00 AM 25	8:00 AM 3	8:00 AM 28
PM Peak Volume	5:00 PM 28	12:00 PM 2	5:00 PM 28

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE 132nd Ave north of SE McGilivray Blvd**QC JOB #:** 15932041**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	273 95.5%	13 4.5%	286
ADT 286			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE 132nd Ave north of SE McGillivray Blvd							QC JOB #: 15932041			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1			1			1	
01:00 AM			0			0			0	
02:00 AM			0			0			0	
03:00 AM			0			0			0	
04:00 AM			0			0			0	
05:00 AM			4			4			4	
06:00 AM			9			9			9	
07:00 AM			16			16			16	
08:00 AM			28			28			28	
09:00 AM			11			11			11	
10:00 AM			13			13			13	
11:00 AM			20			20			20	
12:00 PM			20			20			20	
01:00 PM			20			20			20	
02:00 PM			20			20			20	
03:00 PM			22			22			22	
04:00 PM			27			27			27	
05:00 PM			28			28			28	
06:00 PM			16			16			16	
07:00 PM			10			10			10	
08:00 PM			5			5			5	
09:00 PM			7			7			7	
10:00 PM			7			7			7	
11:00 PM			2			2			2	
Day Total			286			286			286	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 28			8:00 AM 28			8:00 AM 28	
PM Peak Volume			5:00 PM 28			5:00 PM 28			5:00 PM 28	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE 132nd Ave

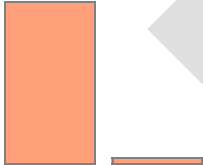
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932042

DIRECTION: WB

DATE: Oct 26 2022

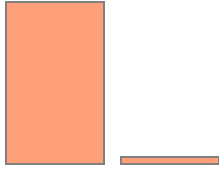
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	19	0	19
01:00 AM	9	0	9
02:00 AM	7	0	7
03:00 AM	12	0	12
04:00 AM	25	1	26
05:00 AM	74	2	76
06:00 AM	151	2	153
07:00 AM	346	18	364
08:00 AM	381	18	399
09:00 AM	203	10	213
10:00 AM	228	14	242
11:00 AM	223	10	233
12:00 PM	270	6	276
01:00 PM	259	23	282
02:00 PM	311	20	331
03:00 PM	380	18	398
04:00 PM	398	8	406
05:00 PM	493	5	498
06:00 PM	313	2	315
07:00 PM	178	2	180
08:00 PM	172	0	172
09:00 PM	84	1	85
10:00 PM	69	0	69
11:00 PM	30	0	30
Day Total	4635	160	
Percent	96.7%	3.3%	4795
ADT 4795			
AM Peak Volume	8:00 AM 381	7:00 AM 18	8:00 AM 399
PM Peak Volume	5:00 PM 493	1:00 PM 23	5:00 PM 498

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE 132nd Ave**QC JOB #:** 15932042**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4635	160	4795
Percent	96.7%	3.3%	
ADT 4795			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE 132nd Ave										QC JOB #: 15932042	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022	
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			19			19			19		
01:00 AM			9			9			9		
02:00 AM			7			7			7		
03:00 AM			12			12			12		
04:00 AM			26			26			26		
05:00 AM			76			76			76		
06:00 AM			153			153			153		
07:00 AM			364			364			364		
08:00 AM			399			399			399		
09:00 AM			213			213			213		
10:00 AM			242			242			242		
11:00 AM			233			233			233		
12:00 PM			276			276			276		
01:00 PM			282			282			282		
02:00 PM			331			331			331		
03:00 PM			398			398			398		
04:00 PM			406			406			406		
05:00 PM			498			498			498		
06:00 PM			315			315			315		
07:00 PM			180			180			180		
08:00 PM			172			172			172		
09:00 PM			85			85			85		
10:00 PM			69			69			69		
11:00 PM			30			30			30		
Day Total			4795			4795			4795		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			8:00 AM 399			8:00 AM 399			8:00 AM 399		
PM Peak Volume			5:00 PM 498			5:00 PM 498			5:00 PM 498		
Comments:											

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE 132nd Ave south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932043

DIRECTION: NB

DATE: Oct 26 2022

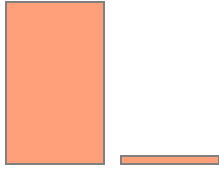
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	5	0	5
01:00 AM	6	0	6
02:00 AM	5	0	5
03:00 AM	7	0	7
04:00 AM	19	0	19
05:00 AM	51	1	52
06:00 AM	95	2	97
07:00 AM	181	3	184
08:00 AM	135	6	141
09:00 AM	109	13	122
10:00 AM	79	6	85
11:00 AM	85	8	93
12:00 PM	87	2	89
01:00 PM	113	11	124
02:00 PM	105	14	119
03:00 PM	116	7	123
04:00 PM	140	3	143
05:00 PM	150	1	151
06:00 PM	101	0	101
07:00 PM	56	2	58
08:00 PM	43	0	43
09:00 PM	35	0	35
10:00 PM	29	0	29
11:00 PM	16	1	17
Day Total	1768	80	1848
Percent	95.7%	4.3%	
ADT 1848			
AM Peak Volume	7:00 AM 181	9:00 AM 13	7:00 AM 184
PM Peak Volume	5:00 PM 150	2:00 PM 14	5:00 PM 151

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE 132nd Ave south of SE McGillivray Blvd**QC JOB #:** 15932043**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	1768 95.7%	80 4.3%	1848
ADT 1848			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NB SE 132nd Ave south of SE McGillivray Blvd							QC JOB #: 15932043			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			5			5			5	
01:00 AM			6			6			6	
02:00 AM			5			5			5	
03:00 AM			7			7			7	
04:00 AM			19			19			19	
05:00 AM			52			52			52	
06:00 AM			97			97			97	
07:00 AM			184			184			184	
08:00 AM			141			141			141	
09:00 AM			122			122			122	
10:00 AM			85			85			85	
11:00 AM			93			93			93	
12:00 PM			89			89			89	
01:00 PM			124			124			124	
02:00 PM			119			119			119	
03:00 PM			123			123			123	
04:00 PM			143			143			143	
05:00 PM			151			151			151	
06:00 PM			101			101			101	
07:00 PM			58			58			58	
08:00 PM			43			43			43	
09:00 PM			35			35			35	
10:00 PM			29			29			29	
11:00 PM			17			17			17	
Day Total			1848			1848			1848	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 184			7:00 AM 184			7:00 AM 184	
PM Peak Volume			5:00 PM 151			5:00 PM 151			5:00 PM 151	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE 132nd Ave

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932044

DIRECTION: EB

DATE: Oct 26 2022

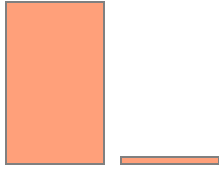
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	24	0	24
01:00 AM	13	0	13
02:00 AM	10	0	10
03:00 AM	4	0	4
04:00 AM	19	1	20
05:00 AM	32	0	32
06:00 AM	86	3	89
07:00 AM	210	18	228
08:00 AM	277	12	289
09:00 AM	210	9	219
10:00 AM	237	15	252
11:00 AM	232	16	248
12:00 PM	256	7	263
01:00 PM	287	21	308
02:00 PM	333	23	356
03:00 PM	404	20	424
04:00 PM	497	9	506
05:00 PM	493	5	498
06:00 PM	390	3	393
07:00 PM	213	4	217
08:00 PM	180	0	180
09:00 PM	107	0	107
10:00 PM	79	0	79
11:00 PM	48	1	49
Day Total	4641	167	
Percent	96.5%	3.5%	4808
ADT 4808			
AM Peak Volume	8:00 AM 277	7:00 AM 18	8:00 AM 289
PM Peak Volume	4:00 PM 497	2:00 PM 23	4:00 PM 506

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE 132nd Ave**QC JOB #:** 15932044**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4641	167	4808
Percent	96.5%	3.5%	
ADT 4808			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE 132nd Ave										QC JOB #: 15932044	
SPECIFIC LOCATION:										DIRECTION: EB	
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022	
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			24			24			24		
01:00 AM			13			13			13		
02:00 AM			10			10			10		
03:00 AM			4			4			4		
04:00 AM			20			20			20		
05:00 AM			32			32			32		
06:00 AM			89			89			89		
07:00 AM			228			228			228		
08:00 AM			289			289			289		
09:00 AM			219			219			219		
10:00 AM			252			252			252		
11:00 AM			248			248			248		
12:00 PM			263			263			263		
01:00 PM			308			308			308		
02:00 PM			356			356			356		
03:00 PM			424			424			424		
04:00 PM			506			506			506		
05:00 PM			498			498			498		
06:00 PM			393			393			393		
07:00 PM			217			217			217		
08:00 PM			180			180			180		
09:00 PM			107			107			107		
10:00 PM			79			79			79		
11:00 PM			49			49			49		
Day Total			4808			4808			4808		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			8:00 AM 289			8:00 AM 289			8:00 AM 289		
PM Peak Volume			4:00 PM 506			4:00 PM 506			4:00 PM 506		
Comments:											

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE 136th Ave north of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932045

DIRECTION: SB

DATE: Oct 26 2022

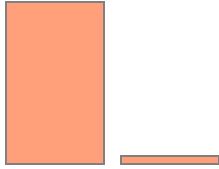
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	30	0	30
01:00 AM	11	0	11
02:00 AM	11	1	12
03:00 AM	7	1	8
04:00 AM	13	0	13
05:00 AM	40	1	41
06:00 AM	69	3	72
07:00 AM	238	24	262
08:00 AM	208	24	232
09:00 AM	176	12	188
10:00 AM	196	6	202
11:00 AM	208	16	224
12:00 PM	241	10	251
01:00 PM	259	20	279
02:00 PM	317	26	343
03:00 PM	322	15	337
04:00 PM	422	7	429
05:00 PM	360	6	366
06:00 PM	285	4	289
07:00 PM	186	2	188
08:00 PM	233	2	235
09:00 PM	103	2	105
10:00 PM	78	0	78
11:00 PM	40	0	40
Day Total	4053	182	
Percent	95.7%	4.3%	4235
ADT 4235			
AM Peak Volume	7:00 AM 238	7:00 AM 24	7:00 AM 262
PM Peak Volume	4:00 PM 422	2:00 PM 26	4:00 PM 429

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE 136th Ave north of SE McGillivray Blvd**QC JOB #:** 15932045**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	4053 95.7%	182 4.3%	4235
ADT 4235			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE 136th Ave north of SE McGillivray Blvd										QC JOB #: 15932045
SPECIFIC LOCATION:										DIRECTION: SB
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			30			30			30	
01:00 AM			11			11			11	
02:00 AM			12			12			12	
03:00 AM			8			8			8	
04:00 AM			13			13			13	
05:00 AM			41			41			41	
06:00 AM			72			72			72	
07:00 AM			262			262			262	
08:00 AM			232			232			232	
09:00 AM			188			188			188	
10:00 AM			202			202			202	
11:00 AM			224			224			224	
12:00 PM			251			251			251	
01:00 PM			279			279			279	
02:00 PM			343			343			343	
03:00 PM			337			337			337	
04:00 PM			429			429			429	
05:00 PM			366			366			366	
06:00 PM			289			289			289	
07:00 PM			188			188			188	
08:00 PM			235			235			235	
09:00 PM			105			105			105	
10:00 PM			78			78			78	
11:00 PM			40			40			40	
Day Total			4235			4235			4235	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 262			7:00 AM 262			7:00 AM 262	
PM Peak Volume			4:00 PM 429			4:00 PM 429			4:00 PM 429	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE 136th Ave

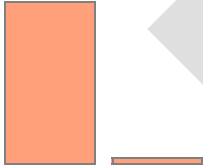
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932046

DIRECTION: WB

DATE: Oct 26 2022

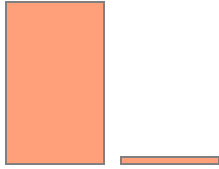
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	22	0	22
01:00 AM	8	0	8
02:00 AM	11	0	11
03:00 AM	10	2	12
04:00 AM	27	2	29
05:00 AM	66	2	68
06:00 AM	167	2	169
07:00 AM	386	11	397
08:00 AM	448	21	469
09:00 AM	236	13	249
10:00 AM	261	17	278
11:00 AM	282	13	295
12:00 PM	319	12	331
01:00 PM	303	18	321
02:00 PM	374	26	400
03:00 PM	442	26	468
04:00 PM	411	11	422
05:00 PM	530	9	539
06:00 PM	361	5	366
07:00 PM	192	3	195
08:00 PM	135	1	136
09:00 PM	75	1	76
10:00 PM	81	0	81
11:00 PM	33	0	33
Day Total Percent	5180 96.4%	195 3.6%	5375
ADT 5375			
AM Peak Volume	8:00 AM 448	8:00 AM 21	8:00 AM 469
PM Peak Volume	5:00 PM 530	2:00 PM 26	5:00 PM 539

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE 136th Ave**QC JOB #:** 15932046**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5180	195	5375
Percent	96.4%	3.6%	
ADT 5375			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE 136th Ave							QC JOB #: 15932046			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			22			22			22	
01:00 AM			8			8			8	
02:00 AM			11			11			11	
03:00 AM			12			12			12	
04:00 AM			29			29			29	
05:00 AM			68			68			68	
06:00 AM			169			169			169	
07:00 AM			397			397			397	
08:00 AM			469			469			469	
09:00 AM			249			249			249	
10:00 AM			278			278			278	
11:00 AM			295			295			295	
12:00 PM			331			331			331	
01:00 PM			321			321			321	
02:00 PM			400			400			400	
03:00 PM			468			468			468	
04:00 PM			422			422			422	
05:00 PM			539			539			539	
06:00 PM			366			366			366	
07:00 PM			195			195			195	
08:00 PM			136			136			136	
09:00 PM			76			76			76	
10:00 PM			81			81			81	
11:00 PM			33			33			33	
Day Total			5375			5375			5375	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 469			8:00 AM 469			8:00 AM 469	
PM Peak Volume			5:00 PM 539			5:00 PM 539			5:00 PM 539	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE 136th Ave south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932047

DIRECTION: NB

DATE: Oct 26 2022

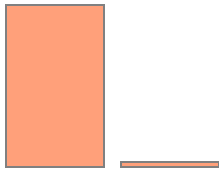
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	7	0	7
01:00 AM	5	0	5
02:00 AM	1	0	1
03:00 AM	5	0	5
04:00 AM	12	0	12
05:00 AM	26	0	26
06:00 AM	53	0	53
07:00 AM	56	3	59
08:00 AM	53	3	56
09:00 AM	27	0	27
10:00 AM	36	2	38
11:00 AM	36	5	41
12:00 PM	42	1	43
01:00 PM	42	3	45
02:00 PM	46	0	46
03:00 PM	35	2	37
04:00 PM	45	0	45
05:00 PM	64	1	65
06:00 PM	43	0	43
07:00 PM	40	0	40
08:00 PM	22	0	22
09:00 PM	19	0	19
10:00 PM	8	0	8
11:00 PM	2	0	2
Day Total Percent	725 97.3%	20 2.7%	745
ADT 745			
AM Peak Volume	7:00 AM 56	11:00 AM 5	7:00 AM 59
PM Peak Volume	5:00 PM 64	1:00 PM 3	5:00 PM 65

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE 136th Ave south of SE McGillivray Blvd**QC JOB #:** 15932047**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	725 97.3%	20 2.7%	745
ADT 745			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NB SE 136th Ave south of SE McGillivray Blvd							QC JOB #: 15932047			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			7			7			7	
01:00 AM			5			5			5	
02:00 AM			1			1			1	
03:00 AM			5			5			5	
04:00 AM			12			12			12	
05:00 AM			26			26			26	
06:00 AM			53			53			53	
07:00 AM			59			59			59	
08:00 AM			56			56			56	
09:00 AM			27			27			27	
10:00 AM			38			38			38	
11:00 AM			41			41			41	
12:00 PM			43			43			43	
01:00 PM			45			45			45	
02:00 PM			46			46			46	
03:00 PM			37			37			37	
04:00 PM			45			45			45	
05:00 PM			65			65			65	
06:00 PM			43			43			43	
07:00 PM			40			40			40	
08:00 PM			22			22			22	
09:00 PM			19			19			19	
10:00 PM			8			8			8	
11:00 PM			2			2			2	
Day Total			745			745			745	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 59			7:00 AM 59			7:00 AM 59	
PM Peak Volume			5:00 PM 65			5:00 PM 65			5:00 PM 65	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGilivray Blvd west of SE 136th Ave

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932048

DIRECTION: EB

DATE: Oct 26 2022

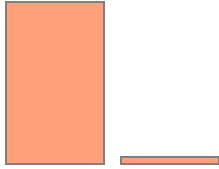
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	19	0	19
01:00 AM	9	0	9
02:00 AM	9	0	9
03:00 AM	4	0	4
04:00 AM	14	0	14
05:00 AM	35	1	36
06:00 AM	79	2	81
07:00 AM	207	14	221
08:00 AM	284	24	308
09:00 AM	199	21	220
10:00 AM	235	10	245
11:00 AM	215	10	225
12:00 PM	261	6	267
01:00 PM	273	12	285
02:00 PM	323	23	346
03:00 PM	371	22	393
04:00 PM	451	11	462
05:00 PM	438	4	442
06:00 PM	351	1	352
07:00 PM	172	1	173
08:00 PM	138	0	138
09:00 PM	82	2	84
10:00 PM	68	0	68
11:00 PM	42	0	42
Day Total	4279	164	
Percent	96.3%	3.7%	4443
ADT 4443			
AM Peak Volume	8:00 AM 284	8:00 AM 24	8:00 AM 308
PM Peak Volume	4:00 PM 451	2:00 PM 23	4:00 PM 462

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE 136th Ave**QC JOB #:** 15932048**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4279	164	4443
Percent	96.3%	3.7%	
ADT 4443			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE 136th Ave							QC JOB #: 15932048			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			19			19			19	
01:00 AM			9			9			9	
02:00 AM			9			9			9	
03:00 AM			4			4			4	
04:00 AM			14			14			14	
05:00 AM			36			36			36	
06:00 AM			81			81			81	
07:00 AM			221			221			221	
08:00 AM			308			308			308	
09:00 AM			220			220			220	
10:00 AM			245			245			245	
11:00 AM			225			225			225	
12:00 PM			267			267			267	
01:00 PM			285			285			285	
02:00 PM			346			346			346	
03:00 PM			393			393			393	
04:00 PM			462			462			462	
05:00 PM			442			442			442	
06:00 PM			352			352			352	
07:00 PM			173			173			173	
08:00 PM			138			138			138	
09:00 PM			84			84			84	
10:00 PM			68			68			68	
11:00 PM			42			42			42	
Day Total			4443			4443			4443	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 308			8:00 AM 308			8:00 AM 308	
PM Peak Volume			4:00 PM 462			4:00 PM 462			4:00 PM 462	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE 19th St north of SE McGillivray Blvd

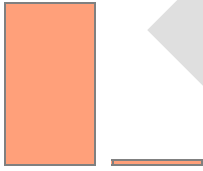
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932049

DIRECTION: SB

DATE: Oct 26 2022

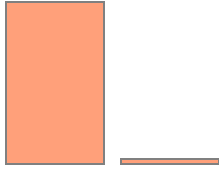
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	4	0	4
01:00 AM	7	0	7
02:00 AM	1	0	1
03:00 AM	2	0	2
04:00 AM	5	0	5
05:00 AM	13	0	13
06:00 AM	29	1	30
07:00 AM	33	2	35
08:00 AM	37	3	40
09:00 AM	24	0	24
10:00 AM	33	3	36
11:00 AM	29	2	31
12:00 PM	43	0	43
01:00 PM	46	1	47
02:00 PM	62	3	65
03:00 PM	39	0	39
04:00 PM	48	1	49
05:00 PM	62	1	63
06:00 PM	50	1	51
07:00 PM	32	0	32
08:00 PM	27	0	27
09:00 PM	17	0	17
10:00 PM	13	0	13
11:00 PM	7	0	7
Day Total Percent	663 97.4%	18 2.6%	681
ADT 681			
AM Peak Volume	8:00 AM 37	8:00 AM 3	8:00 AM 40
PM Peak Volume	2:00 PM 62	2:00 PM 3	2:00 PM 65

Comments:

Report generated on 11/17/2022 3:13 PM

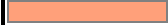
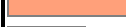
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SB SE 19th St north of SE McGillivray Blvd**QC JOB #:** 15932049**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	663	18	681
Percent	97.4%	2.6%	
ADT 681			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE 19th St north of SE McGillivray Blvd										QC JOB #: 15932049
SPECIFIC LOCATION:										DIRECTION: SB
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			4			4			4	
01:00 AM			7			7			7	
02:00 AM			1			1			1	
03:00 AM			2			2			2	
04:00 AM			5			5			5	
05:00 AM			13			13			13	
06:00 AM			30			30			30	
07:00 AM			35			35			35	
08:00 AM			40			40			40	
09:00 AM			24			24			24	
10:00 AM			36			36			36	
11:00 AM			31			31			31	
12:00 PM			43			43			43	
01:00 PM			47			47			47	
02:00 PM			65			65			65	
03:00 PM			39			39			39	
04:00 PM			49			49			49	
05:00 PM			63			63			63	
06:00 PM			51			51			51	
07:00 PM			32			32			32	
08:00 PM			27			27			27	
09:00 PM			17			17			17	
10:00 PM			13			13			13	
11:00 PM			7			7			7	
Day Total			681			681			681	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 40			8:00 AM 40			8:00 AM 40	
PM Peak Volume			2:00 PM 65			2:00 PM 65			2:00 PM 65	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE 19th St

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932050

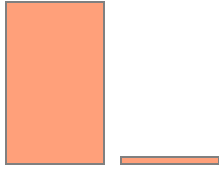
DIRECTION: WB

DATE: Oct 26 2022

Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	17	0	17
01:00 AM	7	0	7
02:00 AM	11	0	11
03:00 AM	10	0	10
04:00 AM	20	2	22
05:00 AM	50	2	52
06:00 AM	138	2	140
07:00 AM	362	13	375
08:00 AM	461	25	486
09:00 AM	244	13	257
10:00 AM	266	17	283
11:00 AM	305	14	319
12:00 PM	327	13	340
01:00 PM	314	18	332
02:00 PM	364	24	388
03:00 PM	489	15	504
04:00 PM	442	16	458
05:00 PM	568	10	578
06:00 PM	409	4	413
07:00 PM	224	4	228
08:00 PM	147	2	149
09:00 PM	86	1	87
10:00 PM	74	0	74
11:00 PM	33	0	33
Day Total	5368	195	5563
Percent	96.5%	3.5%	
ADT 5563			
AM Peak	8:00 AM	8:00 AM	8:00 AM
Volume	461	25	486
PM Peak	5:00 PM	2:00 PM	5:00 PM
Volume	568	24	578

Comments:

LOCATION: WB SE McGillivray Blvd east of SE 19th St**QC JOB #:** 15932050**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5368	195	5563
Percent	96.5%	3.5%	
ADT 5563			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE 19th St										QC JOB #: 15932050	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022	
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			17			17			17		
01:00 AM			7			7			7		
02:00 AM			11			11			11		
03:00 AM			10			10			10		
04:00 AM			22			22			22		
05:00 AM			52			52			52		
06:00 AM			140			140			140		
07:00 AM			375			375			375		
08:00 AM			486			486			486		
09:00 AM			257			257			257		
10:00 AM			283			283			283		
11:00 AM			319			319			319		
12:00 PM			340			340			340		
01:00 PM			332			332			332		
02:00 PM			388			388			388		
03:00 PM			504			504			504		
04:00 PM			458			458			458		
05:00 PM			578			578			578		
06:00 PM			413			413			413		
07:00 PM			228			228			228		
08:00 PM			149			149			149		
09:00 PM			87			87			87		
10:00 PM			74			74			74		
11:00 PM			33			33			33		
Day Total			5563			5563			5563		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			8:00 AM 486			8:00 AM 486			8:00 AM 486		
PM Peak Volume			5:00 PM 578			5:00 PM 578			5:00 PM 578		
Comments:											

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE 19th St south of SE McGillivray Blvd

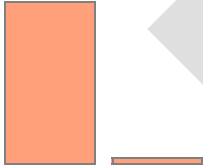
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932051

DIRECTION: NB

DATE: Oct 26 2022

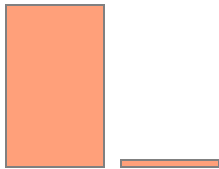
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	3	0	3
01:00 AM	1	0	1
02:00 AM	1	0	1
03:00 AM	4	1	5
04:00 AM	9	0	9
05:00 AM	17	0	17
06:00 AM	36	0	36
07:00 AM	55	2	57
08:00 AM	86	3	89
09:00 AM	48	5	53
10:00 AM	37	2	39
11:00 AM	43	2	45
12:00 PM	48	2	50
01:00 PM	45	4	49
02:00 PM	50	4	54
03:00 PM	48	2	50
04:00 PM	45	1	46
05:00 PM	59	2	61
06:00 PM	52	0	52
07:00 PM	27	0	27
08:00 PM	25	0	25
09:00 PM	16	0	16
10:00 PM	13	0	13
11:00 PM	7	0	7
Day Total Percent	775 96.3%	30 3.7%	805
ADT 805			
AM Peak Volume	8:00 AM 86	9:00 AM 5	8:00 AM 89
PM Peak Volume	5:00 PM 59	1:00 PM 4	5:00 PM 61

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE 19th St south of SE McGillivray Blvd**QC JOB #:** 15932051**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	775 96.3%	30 3.7%	805
ADT 805			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NB SE 19th St south of SE McGillivray Blvd							QC JOB #: 15932051			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			3			3			3	
01:00 AM			1			1			1	
02:00 AM			1			1			1	
03:00 AM			5			5			5	
04:00 AM			9			9			9	
05:00 AM			17			17			17	
06:00 AM			36			36			36	
07:00 AM			57			57			57	
08:00 AM			89			89			89	
09:00 AM			53			53			53	
10:00 AM			39			39			39	
11:00 AM			45			45			45	
12:00 PM			50			50			50	
01:00 PM			49			49			49	
02:00 PM			54			54			54	
03:00 PM			50			50			50	
04:00 PM			46			46			46	
05:00 PM			61			61			61	
06:00 PM			52			52			52	
07:00 PM			27			27			27	
08:00 PM			25			25			25	
09:00 PM			16			16			16	
10:00 PM			13			13			13	
11:00 PM			7			7			7	
Day Total			805			805			805	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 89			8:00 AM 89			8:00 AM 89	
PM Peak Volume			5:00 PM 61			5:00 PM 61			5:00 PM 61	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE 19th St

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932052

DIRECTION: EB

DATE: Oct 26 2022

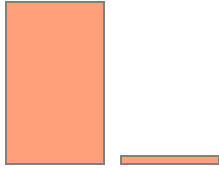
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	24	0	24
01:00 AM	12	0	12
02:00 AM	11	0	11
03:00 AM	8	1	9
04:00 AM	11	0	11
05:00 AM	32	1	33
06:00 AM	89	7	96
07:00 AM	203	11	214
08:00 AM	347	35	382
09:00 AM	222	14	236
10:00 AM	271	18	289
11:00 AM	275	13	288
12:00 PM	312	11	323
01:00 PM	301	21	322
02:00 PM	403	26	429
03:00 PM	443	22	465
04:00 PM	520	14	534
05:00 PM	515	6	521
06:00 PM	354	3	357
07:00 PM	201	2	203
08:00 PM	207	3	210
09:00 PM	92	1	93
10:00 PM	87	0	87
11:00 PM	39	1	40
Day Total	4979	210	
Percent	96%	4%	5189
ADT 5189			
AM Peak Volume	8:00 AM 347	8:00 AM 35	8:00 AM 382
PM Peak Volume	4:00 PM 520	2:00 PM 26	4:00 PM 534

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE 19th St**QC JOB #:** 15932052**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4979	210	5189
Percent	96%	4%	
ADT 5189			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE 19th St							QC JOB #: 15932052			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			24			24			24	
01:00 AM			12			12			12	
02:00 AM			11			11			11	
03:00 AM			9			9			9	
04:00 AM			11			11			11	
05:00 AM			33			33			33	
06:00 AM			96			96			96	
07:00 AM			214			214			214	
08:00 AM			382			382			382	
09:00 AM			236			236			236	
10:00 AM			289			289			289	
11:00 AM			288			288			288	
12:00 PM			323			323			323	
01:00 PM			322			322			322	
02:00 PM			429			429			429	
03:00 PM			465			465			465	
04:00 PM			534			534			534	
05:00 PM			521			521			521	
06:00 PM			357			357			357	
07:00 PM			203			203			203	
08:00 PM			210			210			210	
09:00 PM			93			93			93	
10:00 PM			87			87			87	
11:00 PM			40			40			40	
Day Total			5189			5189			5189	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 382			8:00 AM 382			8:00 AM 382	
PM Peak Volume			4:00 PM 534			4:00 PM 534			4:00 PM 534	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE Bella Vista Rd

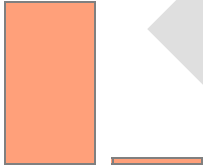
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932053

DIRECTION: WB

DATE: Oct 26 2022

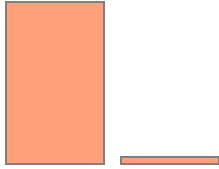
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	16	0	16
01:00 AM	7	0	7
02:00 AM	11	0	11
03:00 AM	8	0	8
04:00 AM	18	1	19
05:00 AM	40	2	42
06:00 AM	119	2	121
07:00 AM	301	8	309
08:00 AM	433	24	457
09:00 AM	217	14	231
10:00 AM	261	15	276
11:00 AM	297	12	309
12:00 PM	325	10	335
01:00 PM	300	15	315
02:00 PM	345	23	368
03:00 PM	476	24	500
04:00 PM	435	13	448
05:00 PM	557	9	566
06:00 PM	397	4	401
07:00 PM	222	4	226
08:00 PM	156	2	158
09:00 PM	80	1	81
10:00 PM	64	1	65
11:00 PM	32	0	32
Day Total	5117	184	
Percent	96.5%	3.5%	5301
ADT 5301			
AM Peak	8:00 AM	8:00 AM	8:00 AM
Volume	433	24	457
PM Peak	5:00 PM	3:00 PM	5:00 PM
Volume	557	24	566

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE Bella Vista Rd**QC JOB #:** 15932053**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5117	184	5301
Percent	96.5%	3.5%	
ADT 5301			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE Bella Vista Rd										QC JOB #: 15932053	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022	
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			16			16			16		
01:00 AM			7			7			7		
02:00 AM			11			11			11		
03:00 AM			8			8			8		
04:00 AM			19			19			19		
05:00 AM			42			42			42		
06:00 AM			121			121			121		
07:00 AM			309			309			309		
08:00 AM			457			457			457		
09:00 AM			231			231			231		
10:00 AM			276			276			276		
11:00 AM			309			309			309		
12:00 PM			335			335			335		
01:00 PM			315			315			315		
02:00 PM			368			368			368		
03:00 PM			500			500			500		
04:00 PM			448			448			448		
05:00 PM			566			566			566		
06:00 PM			401			401			401		
07:00 PM			226			226			226		
08:00 PM			158			158			158		
09:00 PM			81			81			81		
10:00 PM			65			65			65		
11:00 PM			32			32			32		
Day Total			5301			5301			5301		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			8:00 AM 457			8:00 AM 457			8:00 AM 457		
PM Peak Volume			5:00 PM 566			5:00 PM 566			5:00 PM 566		
Comments:											

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE Bella Vista Rd south of SE McGillivray Blvd

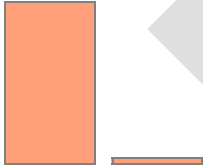
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932054

DIRECTION: NB

DATE: Oct 26 2022

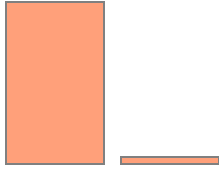
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	2	0	2
01:00 AM	1	0	1
02:00 AM	0	0	0
03:00 AM	3	0	3
04:00 AM	2	1	3
05:00 AM	10	0	10
06:00 AM	31	0	31
07:00 AM	75	0	75
08:00 AM	63	3	66
09:00 AM	40	1	41
10:00 AM	28	4	32
11:00 AM	41	4	45
12:00 PM	37	2	39
01:00 PM	41	3	44
02:00 PM	49	2	51
03:00 PM	52	2	54
04:00 PM	44	1	45
05:00 PM	50	1	51
06:00 PM	46	1	47
07:00 PM	18	0	18
08:00 PM	9	0	9
09:00 PM	11	0	11
10:00 PM	15	0	15
11:00 PM	1	0	1
Day Total	669	25	694
Percent	96.4%	3.6%	
ADT 694			
AM Peak Volume	7:00 AM 75	10:00 AM 4	7:00 AM 75
PM Peak Volume	3:00 PM 52	1:00 PM 3	3:00 PM 54

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE Bella Vista Rd south of SE McGillivray Blvd**QC JOB #:** 15932054**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	669 96.4%	25 3.6%	694
ADT 694			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NB SE Bella Vista Rd south of SE McGillivray Blvd							QC JOB #: 15932054			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			2			2			2	
01:00 AM			1			1			1	
02:00 AM			0			0			0	
03:00 AM			3			3			3	
04:00 AM			3			3			3	
05:00 AM			10			10			10	
06:00 AM			31			31			31	
07:00 AM			75			75			75	
08:00 AM			66			66			66	
09:00 AM			41			41			41	
10:00 AM			32			32			32	
11:00 AM			45			45			45	
12:00 PM			39			39			39	
01:00 PM			44			44			44	
02:00 PM			51			51			51	
03:00 PM			54			54			54	
04:00 PM			45			45			45	
05:00 PM			51			51			51	
06:00 PM			47			47			47	
07:00 PM			18			18			18	
08:00 PM			9			9			9	
09:00 PM			11			11			11	
10:00 PM			15			15			15	
11:00 PM			1			1			1	
Day Total			694			694			694	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			7:00 AM 75			7:00 AM 75			7:00 AM 75	
PM Peak Volume			3:00 PM 54			3:00 PM 54			3:00 PM 54	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE Bella Vista Rd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932055

DIRECTION: EB

DATE: Oct 26 2022

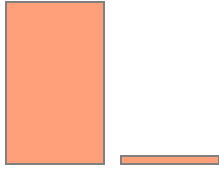
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	21	0	21
01:00 AM	13	0	13
02:00 AM	10	0	10
03:00 AM	8	1	9
04:00 AM	15	0	15
05:00 AM	36	1	37
06:00 AM	103	4	107
07:00 AM	219	13	232
08:00 AM	397	34	431
09:00 AM	241	17	258
10:00 AM	291	15	306
11:00 AM	288	14	302
12:00 PM	331	12	343
01:00 PM	307	22	329
02:00 PM	413	29	442
03:00 PM	459	19	478
04:00 PM	521	16	537
05:00 PM	524	6	530
06:00 PM	365	3	368
07:00 PM	191	2	193
08:00 PM	195	3	198
09:00 PM	81	1	82
10:00 PM	83	0	83
11:00 PM	37	1	38
Day Total	5149	213	
Percent	96%	4%	5362
ADT 5362			
AM Peak Volume	8:00 AM 397	8:00 AM 34	8:00 AM 431
PM Peak Volume	5:00 PM 524	2:00 PM 29	4:00 PM 537

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE Bella Vista Rd**QC JOB #:** 15932055**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5149	213	5362
Percent	96%	4%	
ADT 5362			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE Bella Vista Rd										QC JOB #: 15932055	
SPECIFIC LOCATION:										DIRECTION: EB	
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022	
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			21			21			21		
01:00 AM			13			13			13		
02:00 AM			10			10			10		
03:00 AM			9			9			9		
04:00 AM			15			15			15		
05:00 AM			37			37			37		
06:00 AM			107			107			107		
07:00 AM			232			232			232		
08:00 AM			431			431			431		
09:00 AM			258			258			258		
10:00 AM			306			306			306		
11:00 AM			302			302			302		
12:00 PM			343			343			343		
01:00 PM			329			329			329		
02:00 PM			442			442			442		
03:00 PM			478			478			478		
04:00 PM			537			537			537		
05:00 PM			530			530			530		
06:00 PM			368			368			368		
07:00 PM			193			193			193		
08:00 PM			198			198			198		
09:00 PM			82			82			82		
10:00 PM			83			83			83		
11:00 PM			38			38			38		
Day Total			5362			5362			5362		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			8:00 AM 431			8:00 AM 431			8:00 AM 431		
PM Peak Volume			4:00 PM 537			4:00 PM 537			4:00 PM 537		
Comments:											

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE Blairmont Dr north of SE McGillivray Blvd

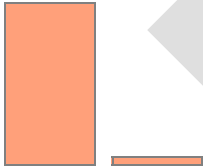
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932056

DIRECTION: SB

DATE: Oct 26 2022

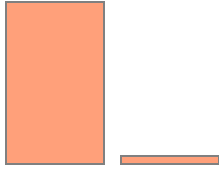
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	2	0	2
01:00 AM	1	0	1
02:00 AM	1	0	1
03:00 AM	0	0	0
04:00 AM	5	1	6
05:00 AM	11	0	11
06:00 AM	25	0	25
07:00 AM	77	2	79
08:00 AM	278	21	299
09:00 AM	60	0	60
10:00 AM	57	5	62
11:00 AM	41	2	43
12:00 PM	54	2	56
01:00 PM	36	8	44
02:00 PM	72	3	75
03:00 PM	255	22	277
04:00 PM	135	2	137
05:00 PM	135	1	136
06:00 PM	144	1	145
07:00 PM	109	0	109
08:00 PM	61	0	61
09:00 PM	24	0	24
10:00 PM	8	0	8
11:00 PM	5	0	5
Day Total Percent	1596 95.8%	70 4.2%	1666
ADT 1666			
AM Peak Volume	8:00 AM 278	8:00 AM 21	8:00 AM 299
PM Peak Volume	3:00 PM 255	3:00 PM 22	3:00 PM 277

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE Blairmont Dr north of SE McGillivray Blvd**QC JOB #:** 15932056**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	1596 95.8%	70 4.2%	1666
ADT 1666			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE Blairmont Dr north of SE McGillivray Blvd								QC JOB #: 15932056		
SPECIFIC LOCATION:								DIRECTION: SB		
CITY/STATE: Vancouver, WA								DATE: Oct 26 2022 - Oct 26 2022		
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			2			2			2	
01:00 AM			1			1			1	
02:00 AM			1			1			1	
03:00 AM			0			0			0	
04:00 AM			6			6			6	
05:00 AM			11			11			11	
06:00 AM			25			25			25	
07:00 AM			79			79			79	
08:00 AM			299			299			299	
09:00 AM			60			60			60	
10:00 AM			62			62			62	
11:00 AM			43			43			43	
12:00 PM			56			56			56	
01:00 PM			44			44			44	
02:00 PM			75			75			75	
03:00 PM			277			277			277	
04:00 PM			137			137			137	
05:00 PM			136			136			136	
06:00 PM			145			145			145	
07:00 PM			109			109			109	
08:00 PM			61			61			61	
09:00 PM			24			24			24	
10:00 PM			8			8			8	
11:00 PM			5			5			5	
Day Total			1666			1666			1666	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 299			8:00 AM 299			8:00 AM 299	
PM Peak Volume			3:00 PM 277			3:00 PM 277			3:00 PM 277	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SE McGillivray Blvd east of SE Blairmont Dr

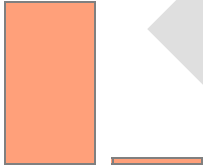
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932057

DIRECTION: WB

DATE: Oct 26 2022

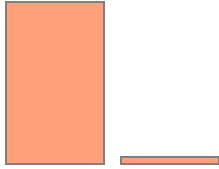
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	13	0	13
01:00 AM	5	0	5
02:00 AM	8	0	8
03:00 AM	4	0	4
04:00 AM	4	0	4
05:00 AM	28	1	29
06:00 AM	64	2	66
07:00 AM	242	5	247
08:00 AM	283	24	307
09:00 AM	164	13	177
10:00 AM	200	15	215
11:00 AM	275	12	287
12:00 PM	288	13	301
01:00 PM	265	8	273
02:00 PM	300	24	324
03:00 PM	357	14	371
04:00 PM	360	10	370
05:00 PM	528	9	537
06:00 PM	356	4	360
07:00 PM	169	2	171
08:00 PM	130	2	132
09:00 PM	84	1	85
10:00 PM	55	0	55
11:00 PM	28	0	28
Day Total Percent	4210 96.4%	159 3.6%	4369
ADT 4369			
AM Peak Volume	8:00 AM 283	8:00 AM 24	8:00 AM 307
PM Peak Volume	5:00 PM 528	2:00 PM 24	5:00 PM 537

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SE McGillivray Blvd east of SE Blairmont Dr**QC JOB #:** 15932057**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4210	159	4369
Percent	96.4%	3.6%	
ADT 4369			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SE McGillivray Blvd east of SE Blairmont Dr							QC JOB #: 15932057			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			13			13			13	
01:00 AM			5			5			5	
02:00 AM			8			8			8	
03:00 AM			4			4			4	
04:00 AM			4			4			4	
05:00 AM			29			29			29	
06:00 AM			66			66			66	
07:00 AM			247			247			247	
08:00 AM			307			307			307	
09:00 AM			177			177			177	
10:00 AM			215			215			215	
11:00 AM			287			287			287	
12:00 PM			301			301			301	
01:00 PM			273			273			273	
02:00 PM			324			324			324	
03:00 PM			371			371			371	
04:00 PM			370			370			370	
05:00 PM			537			537			537	
06:00 PM			360			360			360	
07:00 PM			171			171			171	
08:00 PM			132			132			132	
09:00 PM			85			85			85	
10:00 PM			55			55			55	
11:00 PM			28			28			28	
Day Total			4369			4369			4369	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 307			8:00 AM 307			8:00 AM 307	
PM Peak Volume			5:00 PM 537			5:00 PM 537			5:00 PM 537	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE Blairmont Dr south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932058

DIRECTION: NB

DATE: Oct 26 2022

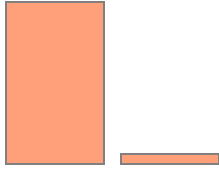
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	0	0	0
01:00 AM	3	0	3
02:00 AM	2	0	2
03:00 AM	0	0	0
04:00 AM	5	0	5
05:00 AM	13	0	13
06:00 AM	26	0	26
07:00 AM	51	1	52
08:00 AM	53	4	57
09:00 AM	32	1	33
10:00 AM	40	0	40
11:00 AM	38	1	39
12:00 PM	33	3	36
01:00 PM	30	5	35
02:00 PM	47	5	52
03:00 PM	38	3	41
04:00 PM	36	3	39
05:00 PM	40	2	42
06:00 PM	38	1	39
07:00 PM	16	0	16
08:00 PM	20	0	20
09:00 PM	4	0	4
10:00 PM	4	0	4
11:00 PM	0	0	0
Day Total	569	29	598
Percent	95.2%	4.8%	
ADT 598			
AM Peak Volume	8:00 AM 53	8:00 AM 4	8:00 AM 57
PM Peak Volume	2:00 PM 47	1:00 PM 5	2:00 PM 52

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE Blairmont Dr south of SE McGillivray Blvd**QC JOB #:** 15932058**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	569 95.2%	29 4.8%	598
ADT 598			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: NB SE Blairmont Dr south of SE McGillivray Blvd							QC JOB #: 15932058			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
01:00 AM			3			3			3	
02:00 AM			2			2			2	
03:00 AM			0			0			0	
04:00 AM			5			5			5	
05:00 AM			13			13			13	
06:00 AM			26			26			26	
07:00 AM			52			52			52	
08:00 AM			57			57			57	
09:00 AM			33			33			33	
10:00 AM			40			40			40	
11:00 AM			39			39			39	
12:00 PM			36			36			36	
01:00 PM			35			35			35	
02:00 PM			52			52			52	
03:00 PM			41			41			41	
04:00 PM			39			39			39	
05:00 PM			42			42			42	
06:00 PM			39			39			39	
07:00 PM			16			16			16	
08:00 PM			20			20			20	
09:00 PM			4			4			4	
10:00 PM			4			4			4	
11:00 PM			0			0			0	
Day Total			598			598			598	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 57			8:00 AM 57			8:00 AM 57	
PM Peak Volume			2:00 PM 52			2:00 PM 52			2:00 PM 52	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE Blairmont Dr

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932059

DIRECTION: EB

DATE: Oct 26 2022

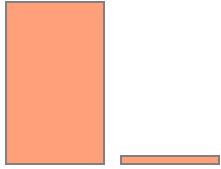
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	14	0	14
01:00 AM	8	0	8
02:00 AM	8	0	8
03:00 AM	6	1	7
04:00 AM	18	0	18
05:00 AM	34	1	35
06:00 AM	100	5	105
07:00 AM	204	13	217
08:00 AM	394	30	424
09:00 AM	225	15	240
10:00 AM	265	15	280
11:00 AM	287	13	300
12:00 PM	310	12	322
01:00 PM	276	20	296
02:00 PM	372	28	400
03:00 PM	403	19	422
04:00 PM	462	13	475
05:00 PM	467	8	475
06:00 PM	320	5	325
07:00 PM	152	2	154
08:00 PM	169	3	172
09:00 PM	64	1	65
10:00 PM	67	0	67
11:00 PM	26	1	27
Day Total	4651	205	
Percent	95.8%	4.2%	4856
ADT 4856			
AM Peak Volume	8:00 AM 394	8:00 AM 30	8:00 AM 424
PM Peak Volume	5:00 PM 467	2:00 PM 28	4:00 PM 475

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE Blairmont Dr**QC JOB #:** 15932059**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	4651 95.8%	205 4.2%	4856
ADT 4856			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE Blairmont Dr								QC JOB #: 15932059		
SPECIFIC LOCATION:								DIRECTION: EB		
CITY/STATE: Vancouver, WA								DATE: Oct 26 2022 - Oct 26 2022		
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			14			14			14	
01:00 AM			8			8			8	
02:00 AM			8			8			8	
03:00 AM			7			7			7	
04:00 AM			18			18			18	
05:00 AM			35			35			35	
06:00 AM			105			105			105	
07:00 AM			217			217			217	
08:00 AM			424			424			424	
09:00 AM			240			240			240	
10:00 AM			280			280			280	
11:00 AM			300			300			300	
12:00 PM			322			322			322	
01:00 PM			296			296			296	
02:00 PM			400			400			400	
03:00 PM			422			422			422	
04:00 PM			475			475			475	
05:00 PM			475			475			475	
06:00 PM			325			325			325	
07:00 PM			154			154			154	
08:00 PM			172			172			172	
09:00 PM			65			65			65	
10:00 PM			67			67			67	
11:00 PM			27			27			27	
Day Total			4856			4856			4856	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 424			8:00 AM 424			8:00 AM 424	
PM Peak Volume			4:00 PM 475			4:00 PM 475			4:00 PM 475	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE Park Crest Ave north of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932060

DIRECTION: SB

DATE: Oct 26 2022

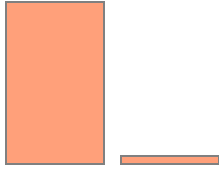
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	6	0	6
01:00 AM	3	0	3
02:00 AM	4	0	4
03:00 AM	2	1	3
04:00 AM	6	0	6
05:00 AM	24	0	24
06:00 AM	20	0	20
07:00 AM	24	0	24
08:00 AM	38	4	42
09:00 AM	23	5	28
10:00 AM	30	7	37
11:00 AM	45	1	46
12:00 PM	33	1	34
01:00 PM	35	0	35
02:00 PM	47	2	49
03:00 PM	77	3	80
04:00 PM	51	1	52
05:00 PM	45	2	47
06:00 PM	36	0	36
07:00 PM	13	0	13
08:00 PM	23	1	24
09:00 PM	13	0	13
10:00 PM	12	0	12
11:00 PM	3	0	3
Day Total Percent	613 95.6%	28 4.4%	641
ADT 641			
AM Peak Volume	11:00 AM 45	10:00 AM 7	11:00 AM 46
PM Peak Volume	3:00 PM 77	3:00 PM 3	3:00 PM 80

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE Park Crest Ave north of SE McGillivray Blvd**QC JOB #:** 15932060**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	613 95.6%	28 4.4%	641
ADT 641			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE Park Crest Ave north of SE McGillivray Blvd							QC JOB #: 15932060			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			6			6			6	
01:00 AM			3			3			3	
02:00 AM			4			4			4	
03:00 AM			3			3			3	
04:00 AM			6			6			6	
05:00 AM			24			24			24	
06:00 AM			20			20			20	
07:00 AM			24			24			24	
08:00 AM			42			42			42	
09:00 AM			28			28			28	
10:00 AM			37			37			37	
11:00 AM			46			46			46	
12:00 PM			34			34			34	
01:00 PM			35			35			35	
02:00 PM			49			49			49	
03:00 PM			80			80			80	
04:00 PM			52			52			52	
05:00 PM			47			47			47	
06:00 PM			36			36			36	
07:00 PM			13			13			13	
08:00 PM			24			24			24	
09:00 PM			13			13			13	
10:00 PM			12			12			12	
11:00 PM			3			3			3	
Day Total			641			641			641	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 46			11:00 AM 46			11:00 AM 46	
PM Peak Volume			3:00 PM 80			3:00 PM 80			3:00 PM 80	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE Park Crest Ave

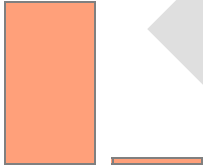
SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932061

DIRECTION: WB

DATE: Oct 26 2022

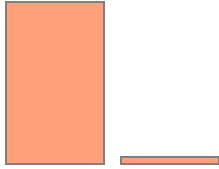
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	14	0	14
01:00 AM	6	0	6
02:00 AM	8	0	8
03:00 AM	5	0	5
04:00 AM	5	0	5
05:00 AM	25	2	27
06:00 AM	73	3	76
07:00 AM	257	6	263
08:00 AM	300	32	332
09:00 AM	176	13	189
10:00 AM	208	16	224
11:00 AM	290	12	302
12:00 PM	322	15	337
01:00 PM	293	8	301
02:00 PM	350	29	379
03:00 PM	372	15	387
04:00 PM	396	10	406
05:00 PM	556	8	564
06:00 PM	400	5	405
07:00 PM	190	2	192
08:00 PM	140	2	142
09:00 PM	103	1	104
10:00 PM	65	0	65
11:00 PM	32	0	32
Day Total	4586	179	
Percent	96.2%	3.8%	4765
ADT 4765			
AM Peak Volume	8:00 AM 300	8:00 AM 32	8:00 AM 332
PM Peak Volume	5:00 PM 556	2:00 PM 29	5:00 PM 564

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE Park Crest Ave**QC JOB #:** 15932061**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4586	179	4765
Percent	96.2%	3.8%	
ADT 4765			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE Park Crest Ave							QC JOB #: 15932061			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			14			14			14	
01:00 AM			6			6			6	
02:00 AM			8			8			8	
03:00 AM			5			5			5	
04:00 AM			5			5			5	
05:00 AM			27			27			27	
06:00 AM			76			76			76	
07:00 AM			263			263			263	
08:00 AM			332			332			332	
09:00 AM			189			189			189	
10:00 AM			224			224			224	
11:00 AM			302			302			302	
12:00 PM			337			337			337	
01:00 PM			301			301			301	
02:00 PM			379			379			379	
03:00 PM			387			387			387	
04:00 PM			406			406			406	
05:00 PM			564			564			564	
06:00 PM			405			405			405	
07:00 PM			192			192			192	
08:00 PM			142			142			142	
09:00 PM			104			104			104	
10:00 PM			65			65			65	
11:00 PM			32			32			32	
Day Total			4765			4765			4765	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 332			8:00 AM 332			8:00 AM 332	
PM Peak Volume			5:00 PM 564			5:00 PM 564			5:00 PM 564	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE Park Crest Ave south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932062

DIRECTION: NB

DATE: Oct 26 2022

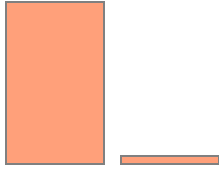
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	0	0	0
01:00 AM	0	0	0
02:00 AM	0	0	0
03:00 AM	2	0	2
04:00 AM	2	0	2
05:00 AM	3	0	3
06:00 AM	5	0	5
07:00 AM	9	0	9
08:00 AM	14	0	14
09:00 AM	13	0	13
10:00 AM	6	1	7
11:00 AM	19	1	20
12:00 PM	22	0	22
01:00 PM	16	1	17
02:00 PM	18	2	20
03:00 PM	11	2	13
04:00 PM	17	1	18
05:00 PM	10	1	11
06:00 PM	8	0	8
07:00 PM	9	0	9
08:00 PM	8	0	8
09:00 PM	2	0	2
10:00 PM	0	0	0
11:00 PM	0	0	0
Day Total	194	9	203
Percent	95.6%	4.4%	
ADT 203			
AM Peak Volume	11:00 AM 19	10:00 AM 1	11:00 AM 20
PM Peak Volume	12:00 PM 22	2:00 PM 2	12:00 PM 22

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE Park Crest Ave south of SE McGillivray Blvd**QC JOB #:** 15932062**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	194 95.6%	9 4.4%	203
ADT 203			

Comments:

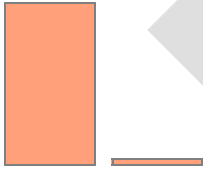
Type of report: Tube Count - Volume Data

LOCATION: NB SE Park Crest Ave south of SE McGillivray Blvd							QC JOB #: 15932062			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0			0			0	
01:00 AM			0			0			0	
02:00 AM			0			0			0	
03:00 AM			2			2			2	
04:00 AM			2			2			2	
05:00 AM			3			3			3	
06:00 AM			5			5			5	
07:00 AM			9			9			9	
08:00 AM			14			14			14	
09:00 AM			13			13			13	
10:00 AM			7			7			7	
11:00 AM			20			20			20	
12:00 PM			22			22			22	
01:00 PM			17			17			17	
02:00 PM			20			20			20	
03:00 PM			13			13			13	
04:00 PM			18			18			18	
05:00 PM			11			11			11	
06:00 PM			8			8			8	
07:00 PM			9			9			9	
08:00 PM			8			8			8	
09:00 PM			2			2			2	
10:00 PM			0			0			0	
11:00 PM			0			0			0	
Day Total			203			203			203	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 20			11:00 AM 20			11:00 AM 20	
PM Peak Volume			12:00 PM 22			12:00 PM 22			12:00 PM 22	
Comments:										

Report generated on 11/17/2022 3:14 PM

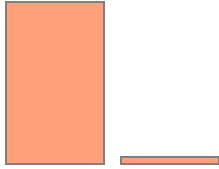
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: EB SE McGillivray Blvd west of SE Park Crest Ave**QC JOB #:** 15932063**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	15	0	15
01:00 AM	7	0	7
02:00 AM	7	0	7
03:00 AM	6	0	6
04:00 AM	11	0	11
05:00 AM	39	1	40
06:00 AM	84	3	87
07:00 AM	139	9	148
08:00 AM	273	19	292
09:00 AM	191	12	203
10:00 AM	228	10	238
11:00 AM	253	11	264
12:00 PM	285	11	296
01:00 PM	252	15	267
02:00 PM	320	20	340
03:00 PM	382	17	399
04:00 PM	402	11	413
05:00 PM	397	6	403
06:00 PM	268	2	270
07:00 PM	154	2	156
08:00 PM	142	3	145
09:00 PM	68	1	69
10:00 PM	49	0	49
11:00 PM	18	1	19
Day Total	3990	154	
Percent	96.3%	3.7%	4144
ADT 4144			
AM Peak Volume	8:00 AM 273	8:00 AM 19	8:00 AM 292
PM Peak Volume	4:00 PM 402	2:00 PM 20	4:00 PM 413

Comments:

LOCATION: EB SE McGillivray Blvd west of SE Park Crest Ave**QC JOB #:** 15932063**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	3990	154	4144
Percent	96.3%	3.7%	
ADT 4144			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE Park Crest Ave							QC JOB #: 15932063			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			15			15			15	
01:00 AM			7			7			7	
02:00 AM			7			7			7	
03:00 AM			6			6			6	
04:00 AM			11			11			11	
05:00 AM			40			40			40	
06:00 AM			87			87			87	
07:00 AM			148			148			148	
08:00 AM			292			292			292	
09:00 AM			203			203			203	
10:00 AM			238			238			238	
11:00 AM			264			264			264	
12:00 PM			296			296			296	
01:00 PM			267			267			267	
02:00 PM			340			340			340	
03:00 PM			399			399			399	
04:00 PM			413			413			413	
05:00 PM			403			403			403	
06:00 PM			270			270			270	
07:00 PM			156			156			156	
08:00 PM			145			145			145	
09:00 PM			69			69			69	
10:00 PM			49			49			49	
11:00 PM			19			19			19	
Day Total			4144			4144			4144	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			8:00 AM 292			8:00 AM 292			8:00 AM 292	
PM Peak Volume			4:00 PM 413			4:00 PM 413			4:00 PM 413	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE Briarwood Dr north of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932064

DIRECTION: SB

DATE: Oct 26 2022

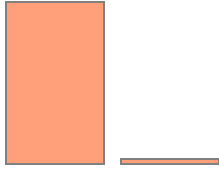
Start Time	FHWA Classes 1-3	FHWA Classes 4-13	Total
12:00 AM	3	0	3
01:00 AM	2	0	2
02:00 AM	1	0	1
03:00 AM	2	0	2
04:00 AM	14	0	14
05:00 AM	19	1	20
06:00 AM	41	0	41
07:00 AM	62	2	64
08:00 AM	62	4	66
09:00 AM	72	2	74
10:00 AM	73	3	76
11:00 AM	64	0	64
12:00 PM	60	1	61
01:00 PM	49	4	53
02:00 PM	82	5	87
03:00 PM	73	3	76
04:00 PM	67	2	69
05:00 PM	68	0	68
06:00 PM	67	0	67
07:00 PM	34	0	34
08:00 PM	22	0	22
09:00 PM	13	0	13
10:00 PM	12	0	12
11:00 PM	4	0	4
Day Total	966	27	993
Percent	97.3%	2.7%	
ADT 993			
AM Peak Volume	10:00 AM 73	8:00 AM 4	10:00 AM 76
PM Peak Volume	2:00 PM 82	2:00 PM 5	2:00 PM 87

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE Briarwood Dr north of SE McGillivray Blvd**QC JOB #:** 15932064**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	966 97.3%	27 2.7%	993
ADT 993			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE Briarwood Dr north of SE McGillivray Blvd							QC JOB #: 15932064			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			3			3			3	
01:00 AM			2			2			2	
02:00 AM			1			1			1	
03:00 AM			2			2			2	
04:00 AM			14			14			14	
05:00 AM			20			20			20	
06:00 AM			41			41			41	
07:00 AM			64			64			64	
08:00 AM			66			66			66	
09:00 AM			74			74			74	
10:00 AM			76			76			76	
11:00 AM			64			64			64	
12:00 PM			61			61			61	
01:00 PM			53			53			53	
02:00 PM			87			87			87	
03:00 PM			76			76			76	
04:00 PM			69			69			69	
05:00 PM			68			68			68	
06:00 PM			67			67			67	
07:00 PM			34			34			34	
08:00 PM			22			22			22	
09:00 PM			13			13			13	
10:00 PM			12			12			12	
11:00 PM			4			4			4	
Day Total			993			993			993	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			10:00 AM 76			10:00 AM 76			10:00 AM 76	
PM Peak Volume			2:00 PM 87			2:00 PM 87			2:00 PM 87	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE Briarwood Dr

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932065

DIRECTION: WB

DATE: Oct 26 2022

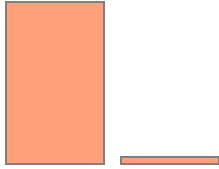
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	20	0	20
01:00 AM	9	0	9
02:00 AM	10	0	10
03:00 AM	4	0	4
04:00 AM	4	0	4
05:00 AM	28	2	30
06:00 AM	70	4	74
07:00 AM	259	12	271
08:00 AM	317	25	342
09:00 AM	197	13	210
10:00 AM	258	15	273
11:00 AM	346	12	358
12:00 PM	378	14	392
01:00 PM	370	8	378
02:00 PM	410	27	437
03:00 PM	491	16	507
04:00 PM	471	8	479
05:00 PM	641	7	648
06:00 PM	502	6	508
07:00 PM	248	2	250
08:00 PM	201	3	204
09:00 PM	150	1	151
10:00 PM	81	0	81
11:00 PM	42	0	42
Day Total Percent	5507 96.9%	175 3.1%	5682
ADT 5682			
AM Peak Volume	11:00 AM 346	8:00 AM 25	11:00 AM 358
PM Peak Volume	5:00 PM 641	2:00 PM 27	5:00 PM 648

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE Briarwood Dr**QC JOB #:** 15932065**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5507	175	5682
Percent	96.9%	3.1%	
ADT 5682			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE Briarwood Dr								QC JOB #: 15932065		
SPECIFIC LOCATION:								DIRECTION: WB		
CITY/STATE: Vancouver, WA								DATE: Oct 26 2022 - Oct 26 2022		
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			20			20			20	
01:00 AM			9			9			9	
02:00 AM			10			10			10	
03:00 AM			4			4			4	
04:00 AM			4			4			4	
05:00 AM			30			30			30	
06:00 AM			74			74			74	
07:00 AM			271			271			271	
08:00 AM			342			342			342	
09:00 AM			210			210			210	
10:00 AM			273			273			273	
11:00 AM			358			358			358	
12:00 PM			392			392			392	
01:00 PM			378			378			378	
02:00 PM			437			437			437	
03:00 PM			507			507			507	
04:00 PM			479			479			479	
05:00 PM			648			648			648	
06:00 PM			508			508			508	
07:00 PM			250			250			250	
08:00 PM			204			204			204	
09:00 PM			151			151			151	
10:00 PM			81			81			81	
11:00 PM			42			42			42	
Day Total			5682			5682			5682	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 358			11:00 AM 358			11:00 AM 358	
PM Peak Volume			5:00 PM 648			5:00 PM 648			5:00 PM 648	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE Briarwood Dr south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932066

DIRECTION: NB

DATE: Oct 26 2022

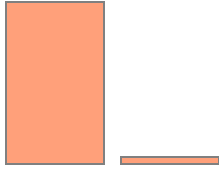
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	2	0	2
01:00 AM	1	0	1
02:00 AM	2	0	2
03:00 AM	1	0	1
04:00 AM	2	0	2
05:00 AM	14	0	14
06:00 AM	23	1	24
07:00 AM	58	0	58
08:00 AM	59	3	62
09:00 AM	53	2	55
10:00 AM	54	2	56
11:00 AM	67	2	69
12:00 PM	71	3	74
01:00 PM	62	1	63
02:00 PM	78	3	81
03:00 PM	73	5	78
04:00 PM	62	3	65
05:00 PM	51	0	51
06:00 PM	56	0	56
07:00 PM	29	0	29
08:00 PM	20	0	20
09:00 PM	14	0	14
10:00 PM	9	1	10
11:00 PM	2	0	2
Day Total	863	26	889
Percent	97.1%	2.9%	
ADT 889			
AM Peak Volume	11:00 AM 67	8:00 AM 3	11:00 AM 69
PM Peak Volume	2:00 PM 78	3:00 PM 5	2:00 PM 81

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE Briarwood Dr south of SE McGillivray Blvd**QC JOB #:** 15932066**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	863 97.1%	26 2.9%	889
ADT 889			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: NB SE Briarwood Dr south of SE McGillivray Blvd							QC JOB #: 15932066			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			2			2			2	
01:00 AM			1			1			1	
02:00 AM			2			2			2	
03:00 AM			1			1			1	
04:00 AM			2			2			2	
05:00 AM			14			14			14	
06:00 AM			24			24			24	
07:00 AM			58			58			58	
08:00 AM			62			62			62	
09:00 AM			55			55			55	
10:00 AM			56			56			56	
11:00 AM			69			69			69	
12:00 PM			74			74			74	
01:00 PM			63			63			63	
02:00 PM			81			81			81	
03:00 PM			78			78			78	
04:00 PM			65			65			65	
05:00 PM			51			51			51	
06:00 PM			56			56			56	
07:00 PM			29			29			29	
08:00 PM			20			20			20	
09:00 PM			14			14			14	
10:00 PM			10			10			10	
11:00 PM			2			2			2	
Day Total			889			889			889	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 69			11:00 AM 69			11:00 AM 69	
PM Peak Volume			2:00 PM 81			2:00 PM 81			2:00 PM 81	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE Briarwood Dr

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932067

DIRECTION: EB

DATE: Oct 26 2022

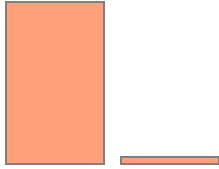
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	20	1	21
01:00 AM	6	0	6
02:00 AM	8	1	9
03:00 AM	9	0	9
04:00 AM	15	0	15
05:00 AM	63	0	63
06:00 AM	107	2	109
07:00 AM	158	9	167
08:00 AM	264	20	284
09:00 AM	204	14	218
10:00 AM	232	14	246
11:00 AM	279	12	291
12:00 PM	311	9	320
01:00 PM	278	13	291
02:00 PM	353	19	372
03:00 PM	402	19	421
04:00 PM	412	11	423
05:00 PM	409	7	416
06:00 PM	285	4	289
07:00 PM	162	2	164
08:00 PM	143	3	146
09:00 PM	82	1	83
10:00 PM	49	0	49
11:00 PM	17	1	18
Day Total Percent	4268 96.3%	162 3.7%	4430
ADT 4430			
AM Peak Volume	11:00 AM 279	8:00 AM 20	11:00 AM 291
PM Peak Volume	4:00 PM 412	2:00 PM 19	4:00 PM 423

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE Briarwood Dr**QC JOB #:** 15932067**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	4268	162	4430
Percent	96.3%	3.7%	
ADT 4430			

Comments:

Quality Counts

DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE Briarwood Dr										QC JOB #: 15932067
SPECIFIC LOCATION:										DIRECTION: EB
CITY/STATE: Vancouver, WA										DATE: Oct 26 2022 - Oct 26 2022
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			21			21			21	
01:00 AM			6			6			6	
02:00 AM			9			9			9	
03:00 AM			9			9			9	
04:00 AM			15			15			15	
05:00 AM			63			63			63	
06:00 AM			109			109			109	
07:00 AM			167			167			167	
08:00 AM			284			284			284	
09:00 AM			218			218			218	
10:00 AM			246			246			246	
11:00 AM			291			291			291	
12:00 PM			320			320			320	
01:00 PM			291			291			291	
02:00 PM			372			372			372	
03:00 PM			421			421			421	
04:00 PM			423			423			423	
05:00 PM			416			416			416	
06:00 PM			289			289			289	
07:00 PM			164			164			164	
08:00 PM			146			146			146	
09:00 PM			83			83			83	
10:00 PM			49			49			49	
11:00 PM			18			18			18	
Day Total			4430			4430			4430	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 291			11:00 AM 291			11:00 AM 291	
PM Peak Volume			4:00 PM 423			4:00 PM 423			4:00 PM 423	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SB SE Village Loop north of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932068

DIRECTION: SB

DATE: Oct 26 2022

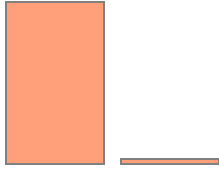
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	8	0	8
01:00 AM	2	0	2
02:00 AM	4	0	4
03:00 AM	4	0	4
04:00 AM	0	0	0
05:00 AM	13	0	13
06:00 AM	33	0	33
07:00 AM	92	6	98
08:00 AM	151	12	163
09:00 AM	110	4	114
10:00 AM	158	2	160
11:00 AM	182	5	187
12:00 PM	203	4	207
01:00 PM	188	1	189
02:00 PM	201	14	215
03:00 PM	231	3	234
04:00 PM	230	2	232
05:00 PM	255	1	256
06:00 PM	229	0	229
07:00 PM	131	0	131
08:00 PM	107	0	107
09:00 PM	61	0	61
10:00 PM	45	0	45
11:00 PM	9	0	9
Day Total	2647	54	2701
Percent	98%	2%	
ADT 2701			
AM Peak Volume	11:00 AM 182	8:00 AM 12	11:00 AM 187
PM Peak Volume	5:00 PM 255	2:00 PM 14	5:00 PM 256

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: SB SE Village Loop north of SE McGillivray Blvd**QC JOB #:** 15932068**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	2647	54	2701
Percent	98%	2%	
ADT 2701			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: SB SE Village Loop north of SE McGillivray Blvd							QC JOB #: 15932068			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			8			8			8	
01:00 AM			2			2			2	
02:00 AM			4			4			4	
03:00 AM			4			4			4	
04:00 AM			0			0			0	
05:00 AM			13			13			13	
06:00 AM			33			33			33	
07:00 AM			98			98			98	
08:00 AM			163			163			163	
09:00 AM			114			114			114	
10:00 AM			160			160			160	
11:00 AM			187			187			187	
12:00 PM			207			207			207	
01:00 PM			189			189			189	
02:00 PM			215			215			215	
03:00 PM			234			234			234	
04:00 PM			232			232			232	
05:00 PM			256			256			256	
06:00 PM			229			229			229	
07:00 PM			131			131			131	
08:00 PM			107			107			107	
09:00 PM			61			61			61	
10:00 PM			45			45			45	
11:00 PM			9			9			9	
Day Total			2701			2701			2701	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 187			11:00 AM 187			11:00 AM 187	
PM Peak Volume			5:00 PM 256			5:00 PM 256			5:00 PM 256	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: WB SE McGillivray Blvd east of SE Village Loop

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932069

DIRECTION: WB

DATE: Oct 26 2022

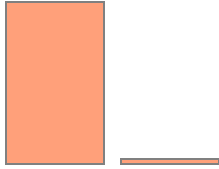
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	14	0	14
01:00 AM	4	0	4
02:00 AM	6	0	6
03:00 AM	4	0	4
04:00 AM	3	0	3
05:00 AM	18	2	20
06:00 AM	38	4	42
07:00 AM	156	5	161
08:00 AM	161	14	175
09:00 AM	134	6	140
10:00 AM	160	10	170
11:00 AM	226	8	234
12:00 PM	259	11	270
01:00 PM	263	6	269
02:00 PM	283	11	294
03:00 PM	312	8	320
04:00 PM	312	3	315
05:00 PM	440	4	444
06:00 PM	319	1	320
07:00 PM	152	0	152
08:00 PM	122	2	124
09:00 PM	88	0	88
10:00 PM	49	0	49
11:00 PM	28	0	28
Day Total Percent	3551 97.4%	95 2.6%	3646
ADT 3646			
AM Peak Volume	11:00 AM 226	8:00 AM 14	11:00 AM 234
PM Peak Volume	5:00 PM 440	12:00 PM 11	5:00 PM 444

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: WB SE McGillivray Blvd east of SE Village Loop**QC JOB #:** 15932069**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	3551 97.4%	95 2.6%	3646
ADT 3646			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: WB SE McGillivray Blvd east of SE Village Loop							QC JOB #: 15932069			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			14			14			14	
01:00 AM			4			4			4	
02:00 AM			6			6			6	
03:00 AM			4			4			4	
04:00 AM			3			3			3	
05:00 AM			20			20			20	
06:00 AM			42			42			42	
07:00 AM			161			161			161	
08:00 AM			175			175			175	
09:00 AM			140			140			140	
10:00 AM			170			170			170	
11:00 AM			234			234			234	
12:00 PM			270			270			270	
01:00 PM			269			269			269	
02:00 PM			294			294			294	
03:00 PM			320			320			320	
04:00 PM			315			315			315	
05:00 PM			444			444			444	
06:00 PM			320			320			320	
07:00 PM			152			152			152	
08:00 PM			124			124			124	
09:00 PM			88			88			88	
10:00 PM			49			49			49	
11:00 PM			28			28			28	
Day Total			3646			3646			3646	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 234			11:00 AM 234			11:00 AM 234	
PM Peak Volume			5:00 PM 444			5:00 PM 444			5:00 PM 444	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: NB SE Village Loop south of SE McGillivray Blvd

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932070

DIRECTION: NB

DATE: Oct 26 2022

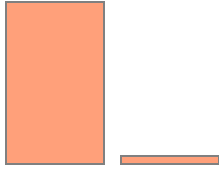
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	3	0	3
01:00 AM	3	0	3
02:00 AM	4	0	4
03:00 AM	1	0	1
04:00 AM	3	0	3
05:00 AM	6	0	6
06:00 AM	17	2	19
07:00 AM	64	5	69
08:00 AM	86	4	90
09:00 AM	76	3	79
10:00 AM	103	3	106
11:00 AM	110	5	115
12:00 PM	104	2	106
01:00 PM	119	3	122
02:00 PM	101	7	108
03:00 PM	100	6	106
04:00 PM	97	3	100
05:00 PM	106	2	108
06:00 PM	82	5	87
07:00 PM	42	2	44
08:00 PM	43	2	45
09:00 PM	17	1	18
10:00 PM	11	0	11
11:00 PM	8	0	8
Day Total Percent	1306 96%	55 4%	1361
ADT 1361			
AM Peak Volume	11:00 AM 110	7:00 AM 5	11:00 AM 115
PM Peak Volume	1:00 PM 119	2:00 PM 7	1:00 PM 122

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: NB SE Village Loop south of SE McGillivray Blvd**QC JOB #:** 15932070**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total Percent	1306 96%	55 4%	1361
ADT 1361			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: NB SE Village Loop south of SE McGillivray Blvd							QC JOB #: 15932070			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			3			3			3	
01:00 AM			3			3			3	
02:00 AM			4			4			4	
03:00 AM			1			1			1	
04:00 AM			3			3			3	
05:00 AM			6			6			6	
06:00 AM			19			19			19	
07:00 AM			69			69			69	
08:00 AM			90			90			90	
09:00 AM			79			79			79	
10:00 AM			106			106			106	
11:00 AM			115			115			115	
12:00 PM			106			106			106	
01:00 PM			122			122			122	
02:00 PM			108			108			108	
03:00 PM			106			106			106	
04:00 PM			100			100			100	
05:00 PM			108			108			108	
06:00 PM			87			87			87	
07:00 PM			44			44			44	
08:00 PM			45			45			45	
09:00 PM			18			18			18	
10:00 PM			11			11			11	
11:00 PM			8			8			8	
Day Total			1361			1361			1361	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 115			11:00 AM 115			11:00 AM 115	
PM Peak Volume			1:00 PM 122			1:00 PM 122			1:00 PM 122	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Type of report: Tube Count - Vehicle Classification Data

LOCATION: EB SE McGillivray Blvd west of SE Village Loop

SPECIFIC LOCATION:

CITY/STATE: Vancouver, WA

QC JOB #: 15932071

DIRECTION: EB

DATE: Oct 26 2022

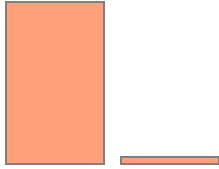
Start Time	FHWA Classes 1- 3	FHWA Classes 4- 13	Total
12:00 AM	22	0	22
01:00 AM	9	0	9
02:00 AM	8	0	8
03:00 AM	12	1	13
04:00 AM	29	0	29
05:00 AM	92	1	93
06:00 AM	155	3	158
07:00 AM	232	9	241
08:00 AM	319	20	339
09:00 AM	285	14	299
10:00 AM	298	16	314
11:00 AM	338	13	351
12:00 PM	358	11	369
01:00 PM	344	10	354
02:00 PM	434	17	451
03:00 PM	476	20	496
04:00 PM	450	12	462
05:00 PM	478	9	487
06:00 PM	365	3	368
07:00 PM	198	2	200
08:00 PM	172	3	175
09:00 PM	99	1	100
10:00 PM	58	0	58
11:00 PM	21	1	22
Day Total Percent	5252 96.9%	166 3.1%	5418
ADT 5418			
AM Peak Volume	11:00 AM 338	8:00 AM 20	11:00 AM 351
PM Peak Volume	5:00 PM 478	3:00 PM 20	3:00 PM 496

Comments:

Report generated on 11/17/2022 3:13 PM

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

LOCATION: EB SE McGillivray Blvd west of SE Village Loop**QC JOB #:** 15932071**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vancouver, WA**DATE:** Oct 26 2022

Start Time	FHWA Classes 1-3	FHWA Classes 4- 13	Total
Grand Total	5252	166	5418
Percent	96.9%	3.1%	
ADT 5418			

Comments:

Type of report: Tube Count - Volume Data

LOCATION: EB SE McGillivray Blvd west of SE Village Loop							QC JOB #: 15932071			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vancouver, WA							DATE: Oct 26 2022 - Oct 26 2022			
Start Time	Mon	Tue	Wed 26 Oct 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			22			22			22	
01:00 AM			9			9			9	
02:00 AM			8			8			8	
03:00 AM			13			13			13	
04:00 AM			29			29			29	
05:00 AM			93			93			93	
06:00 AM			158			158			158	
07:00 AM			241			241			241	
08:00 AM			339			339			339	
09:00 AM			299			299			299	
10:00 AM			314			314			314	
11:00 AM			351			351			351	
12:00 PM			369			369			369	
01:00 PM			354			354			354	
02:00 PM			451			451			451	
03:00 PM			496			496			496	
04:00 PM			462			462			462	
05:00 PM			487			487			487	
06:00 PM			368			368			368	
07:00 PM			200			200			200	
08:00 PM			175			175			175	
09:00 PM			100			100			100	
10:00 PM			58			58			58	
11:00 PM			22			22			22	
Day Total			5418			5418			5418	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak Volume			11:00 AM 351			11:00 AM 351			11:00 AM 351	
PM Peak Volume			3:00 PM 496			3:00 PM 496			3:00 PM 496	
Comments:										

Report generated on 11/17/2022 3:14 PM

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

Appendix B: LOS & Queueing Reports

LOS Reports

Draft

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 1

SE Chkalov Drive / SE McGillivray Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1	0	30.0%	6.2	16.3	A
	Through	10	9	94.0%	15.5	13.0	B
	Right Turn	4	5	112.5%	3.4	2.5	A
	Subtotal	15	14	94.7%	12.0	6.4	B
SB	Left Turn	100	101	100.9%	21.2	2.8	C
	Through	2	2	105.0%	10.1	17.6	B
	Right Turn	193	193	99.7%	5.8	0.5	A
	Subtotal	295	296	100.2%	11.1	1.1	B
EB	Left Turn	276	271	98.2%	18.0	1.9	B
	Through	210	213	101.2%	3.3	1.1	A
	Right Turn	1	1	140.0%	0.0	0.0	A
	Subtotal	487	485	99.6%	11.6	1.6	B
WB	Left Turn	2	2	100.0%	20.9	24.6	C
	Through	333	339	101.8%	13.9	2.1	B
	Right Turn	249	253	101.6%	6.2	0.7	A
	Subtotal	584	594	101.7%	10.8	1.3	B
Total		1,381	1,389	100.6%	11.2	0.9	B

Intersection 2

SE 119th Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	13	12	90.0%	9.0	6.0	A
	Through						
	Right Turn	14	16	115.7%	5.2	1.4	A
	Subtotal	27	28	103.3%	6.8	2.7	A
EB	Left Turn	11	13	114.5%	5.2	1.6	A
	Through	303	308	101.6%	0.8	0.3	A
	Right Turn						
	Subtotal	314	320	102.0%	1.0	0.3	A
WB	Left Turn						
	Through	570	577	101.2%	0.8	0.1	A
	Right Turn	17	17	98.2%	1.2	1.4	A
	Subtotal	587	593	101.1%	0.8	0.1	A
Total		928	942	101.5%	1.1	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 3

SE 121st Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	32	28	87.2%	9.5	4.0	A
	Through						
	Right Turn	1	2	160.0%	0.6	1.2	A
	Subtotal	33	30	89.4%	9.4	4.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	300	304	101.4%	0.4	0.2	A
	Right Turn	16	16	99.4%	0.3	0.3	A
	Subtotal	316	320	101.3%	0.4	0.1	A
WB	Left Turn	5	4	74.0%	2.1	1.7	A
	Through	555	564	101.5%	1.8	0.1	A
	Right Turn						
	Subtotal	560	567	101.3%	1.8	0.1	A
Total		909	917	100.9%	1.6	0.1	A

Intersection 4

SE 125th Avenue / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	71	73	103.2%	5.0	0.4	A
	Through	5	5	98.0%	3.8	2.7	A
	Right Turn	14	13	95.7%	3.5	0.9	A
	Subtotal	90	92	101.8%	4.8	0.4	A
SB	Left Turn	14	14	97.9%	5.0	1.2	A
	Through	3	4	116.7%	3.0	2.8	A
	Right Turn	9	9	102.2%	3.2	1.9	A
	Subtotal	26	26	101.5%	4.5	1.0	A
EB	Left Turn	5	5	98.0%	2.3	2.6	A
	Through	268	272	101.5%	5.8	0.3	A
	Right Turn	28	29	104.3%	4.1	1.5	A
	Subtotal	301	306	101.7%	5.7	0.3	A
WB	Left Turn	17	17	98.8%	5.8	0.9	A
	Through	480	485	100.9%	7.6	0.4	A
	Right Turn	15	15	100.0%	4.9	1.3	A
	Subtotal	512	516	100.8%	7.4	0.4	A
Total		929	940	101.2%	6.5	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 5

SE 132nd Avenue / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	119	120	100.9%	5.4	0.9	A
	Through	13	13	103.1%	4.9	2.0	A
	Right Turn	47	48	103.0%	2.6	0.6	A
	Subtotal	179	182	101.6%	4.8	0.6	A
SB	Left Turn	11	11	99.1%	4.1	2.4	A
	Through	8	8	103.8%	6.1	1.7	A
	Right Turn	16	16	100.6%	3.3	0.7	A
	Subtotal	35	35	100.9%	4.6	0.5	A
EB	Left Turn	6	7	108.3%	6.8	3.9	A
	Through	258	265	102.7%	7.4	0.6	A
	Right Turn	32	29	89.1%	5.2	1.2	A
	Subtotal	296	300	101.3%	7.2	0.6	A
WB	Left Turn	48	53	109.8%	6.9	0.7	A
	Through	377	380	100.9%	6.9	0.5	A
	Right Turn	17	16	94.7%	4.8	0.5	A
	Subtotal	442	449	101.6%	6.8	0.4	A
Total		952	966	101.5%	6.5	0.4	A

Intersection 6

SE 136th Street / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	16	17	107.5%	5.4	1.5	A
	Through	39	37	95.9%	6.9	1.3	A
	Right Turn	10	10	103.0%	3.5	2.1	A
	Subtotal	65	65	99.8%	6.1	1.1	A
SB	Left Turn	155	153	98.8%	7.0	1.4	A
	Through	15	18	122.7%	5.4	1.4	A
	Right Turn	143	147	102.5%	4.4	0.8	A
	Subtotal	313	318	101.7%	5.8	0.6	A
EB	Left Turn	109	112	102.6%	8.1	0.9	A
	Through	201	203	101.1%	7.3	0.8	A
	Right Turn	6	7	108.3%	3.7	1.0	A
	Subtotal	316	322	101.7%	7.5	0.7	A
WB	Left Turn	5	4	78.0%	3.7	4.4	A
	Through	283	287	101.3%	7.8	0.8	A
	Right Turn	195	194	99.5%	6.3	0.9	A
	Subtotal	483	485	100.4%	7.2	0.8	A
Total		1,177	1,189	101.1%	6.8	0.6	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 7

SE 19th Street / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	25	25	100.8%	11.9	3.9	B
	Through	10	10	99.0%	11.6	6.4	B
	Right Turn	55	55	99.6%	5.1	1.4	A
	Subtotal	90	90	99.9%	7.9	1.9	A
SB	Left Turn	18	17	92.8%	10.8	2.7	B
	Through	15	10	63.3%	13.3	4.4	B
	Right Turn	25	25	98.4%	5.7	2.5	A
	Subtotal	58	51	87.6%	9.1	1.5	A
EB	Left Turn	12	13	107.5%	4.6	2.0	A
	Through	342	342	99.9%	1.6	0.2	A
	Right Turn	12	12	102.5%	1.6	0.5	A
	Subtotal	366	367	100.3%	1.7	0.2	A
WB	Left Turn	35	32	92.6%	3.2	0.7	A
	Through	433	433	100.0%	0.6	0.1	A
	Right Turn	20	20	100.0%	0.4	0.4	A
	Subtotal	488	485	99.4%	0.7	0.1	A
Total		1,002	993	99.1%	2.1	0.2	A

Intersection 8

SE Bella Vista Road / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	59	59	100.0%	9.9	1.7	A
	Through						
	Right Turn	18	21	114.4%	3.9	0.9	A
	Subtotal	77	80	103.4%	8.6	1.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	391	390	99.6%	0.3	0.1	A
	Right Turn	24	24	100.4%	0.3	0.3	A
	Subtotal	415	414	99.7%	0.3	0.1	A
WB	Left Turn	9	8	90.0%	3.3	2.0	A
	Through	416	414	99.6%	0.9	0.1	A
	Right Turn						
	Subtotal	425	422	99.4%	1.0	0.2	A
Total		917	916	99.8%	1.4	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 9

SE Blairmont Drive / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	38	38	100.8%	14.6	5.0	B
	Through	12	14	115.0%	20.0	5.5	C
	Right Turn	5	5	98.0%	7.1	7.1	A
	Subtotal	55	57	103.6%	15.5	3.9	C
SB	Left Turn	68	66	96.5%	14.6	6.8	B
	Through	3	3	93.3%	8.1	8.8	A
	Right Turn	169	174	102.9%	4.8	1.1	A
	Subtotal	240	242	101.0%	7.8	2.6	A
EB	Left Turn	186	182	97.7%	6.0	1.5	A
	Through	195	199	101.8%	1.2	0.3	A
	Right Turn	28	31	109.3%	0.7	0.6	A
	Subtotal	409	411	100.4%	3.3	0.7	A
WB	Left Turn	2	2	100.0%	1.2	2.2	A
	Through	218	212	97.2%	1.1	0.2	A
	Right Turn	110	106	96.5%	1.3	0.6	A
	Subtotal	330	320	97.0%	1.2	0.3	A
Total		1,034	1,030	99.6%	4.4	0.9	A

Intersection 10

SE Park Crest Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	4	3	65.0%	4.5	5.3	A
	Through	1	1	140.0%	1.0	2.3	A
	Right Turn	9	9	94.4%	2.4	1.1	A
	Subtotal	14	13	89.3%	4.0	2.4	A
SB	Left Turn	23	21	93.0%	8.5	3.7	A
	Through	2	2	100.0%	5.2	5.2	A
	Right Turn	20	18	89.5%	3.5	0.7	A
	Subtotal	45	41	91.8%	6.4	2.0	A
EB	Left Turn	34	37	107.4%	3.8	1.4	A
	Through	226	225	99.7%	0.8	0.2	A
	Right Turn	8	6	75.0%	0.7	0.8	A
	Subtotal	268	268	100.0%	1.2	0.3	A
WB	Left Turn	7	6	91.4%	3.3	3.5	A
	Through	306	298	97.2%	1.6	0.1	A
	Right Turn	42	43	103.3%	1.9	0.5	A
	Subtotal	355	347	97.8%	1.7	0.1	A
Total		682	669	98.1%	1.8	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 11

SE Briarwood Drive / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	34	33	96.8%	4.9	0.6	A
	Through	4	4	102.5%	4.1	3.6	A
	Right Turn	34	35	101.5%	3.1	0.6	A
	Subtotal	72	72	99.3%	4.2	0.4	A
SB	Left Turn	51	53	103.5%	5.1	0.6	A
	Through	5	3	66.0%	3.2	3.4	A
	Right Turn	17	18	108.2%	3.3	1.5	A
	Subtotal	73	75	102.1%	4.7	0.5	A
EB	Left Turn	8	7	85.0%	4.1	1.9	A
	Through	242	243	100.2%	5.4	0.3	A
	Right Turn	8	7	85.0%	3.6	1.4	A
	Subtotal	258	256	99.3%	5.3	0.3	A
WB	Left Turn	19	20	107.4%	5.5	0.5	A
	Through	304	299	98.3%	6.8	0.4	A
	Right Turn	33	39	116.7%	5.1	1.2	A
	Subtotal	356	358	100.4%	6.6	0.4	A
Total		759	760	100.1%	5.8	0.2	A

Intersection 12

SE Village Loop / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	55	53	96.7%	5.1	0.8	A
	Through	21	19	92.4%	5.6	0.7	A
	Right Turn	18	20	113.3%	3.1	0.6	A
	Subtotal	94	93	98.9%	4.8	0.6	A
SB	Left Turn	4	4	105.0%	4.3	3.2	A
	Through	30	30	101.0%	8.2	1.4	A
	Right Turn	123	126	102.8%	5.1	0.5	A
	Subtotal	157	161	102.5%	5.7	0.6	A
EB	Left Turn	95	100	104.7%	7.5	1.3	A
	Through	200	198	99.1%	7.0	0.5	A
	Right Turn	32	30	93.1%	4.9	0.8	A
	Subtotal	327	328	100.2%	7.0	0.6	A
WB	Left Turn	13	14	106.9%	4.8	0.9	A
	Through	178	180	101.3%	6.8	0.8	A
	Right Turn	2	2	105.0%	2.7	4.1	A
	Subtotal	193	196	101.8%	6.6	0.8	A
Total		771	778	100.9%	6.4	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 13

SE 164th Avenue/ SE McGillivray Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	137	132	96.5%	67.1	19.9	E
	Through	786	797	101.4%	21.8	2.0	C
	Right Turn	126	124	98.7%	6.3	3.1	A
	Subtotal	1,049	1,054	100.4%	25.8	2.6	C
SB	Left Turn	71	68	96.1%	48.4	9.6	D
	Through	631	636	100.8%	10.6	4.1	B
	Right Turn	31	31	100.0%	6.7	4.3	A
	Subtotal	733	735	100.3%	14.2	2.8	B
EB	Left Turn	45	45	99.1%	49.7	12.8	D
	Through	90	92	102.2%	34.0	6.5	C
	Right Turn	80	77	96.8%	3.1	0.5	A
	Subtotal	215	214	99.5%	26.4	5.4	C
WB	Left Turn	85	84	98.5%	53.2	11.3	D
	Through	76	74	97.4%	47.7	11.9	D
	Right Turn	60	59	98.2%	6.3	4.3	A
	Subtotal	221	217	98.0%	39.7	5.2	D
Total		2,218	2,219	100.1%	23.4	1.8	C

Intersection 14

SE 164th Avenue / SE Village Loop - SE 20th St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	6	5	75.0%	34.7	38.0	C
	Through	858	860	100.2%	22.5	6.9	C
	Right Turn	57	56	98.6%	2.6	1.5	A
	Subtotal	921	920	99.9%	21.5	6.5	C
SB	Left Turn	142	148	104.4%	59.0	27.5	E
	Through	675	683	101.2%	19.0	2.2	B
	Right Turn	54	58	106.7%	7.9	3.6	A
	Subtotal	871	889	102.0%	25.1	5.3	C
EB	Left Turn	37	39	105.1%	52.8	11.8	D
	Through	48	47	98.8%	24.1	7.0	C
	Right Turn	16	17	103.8%	4.7	1.6	A
	Subtotal	101	103	101.9%	33.0	6.6	C
WB	Left Turn	51	47	91.4%	43.8	6.1	D
	Through	75	77	102.0%	27.1	7.7	C
	Right Turn	102	101	99.3%	3.5	0.9	A
	Subtotal	228	224	98.4%	19.8	4.2	B
Total		2,121	2,136	100.7%	23.3	2.9	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
AM Peak Hour

Intersection 15

SE Chkalov Drive/ SE 7th Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	442	435	98.4%	4.1	0.9	A
	Right Turn	93	99	106.1%	2.7	1.2	A
	Subtotal	535	534	99.7%	3.8	0.9	A
SB	Left Turn	87	87	100.2%	12.9	2.9	B
	Through	214	213	99.4%	3.3	0.9	A
	Right Turn						
	Subtotal	301	300	99.7%	6.1	1.4	A
EB	Left Turn	2	2	105.0%	10.1	12.3	B
	Through						
	Right Turn	1	2	160.0%	2.1	2.7	A
	Subtotal	3	4	123.3%	8.7	8.7	A
WB	Left Turn	80	82	102.4%	16.9	2.7	B
	Through						
	Right Turn	108	108	99.7%	4.2	0.9	A
	Subtotal	188	190	100.9%	9.9	1.2	A
Total		1,027	1,027	100.0%	5.7	0.6	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 1 SE Chkalov Drive / SE McGillivray Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	2	2	80.0%	11.1	26.3	B
	Through	12	14	113.3%	41.1	12.0	D
	Right Turn	3	5	166.7%	6.5	11.2	A
	Subtotal	17	20	118.8%	39.4	13.4	D
SB	Left Turn	285	281	98.5%	22.8	2.6	C
	Through	21	21	99.0%	22.2	7.7	C
	Right Turn	541	531	98.1%	11.1	1.4	B
	Subtotal	847	832	98.3%	15.3	1.4	B
EB	Left Turn	311	314	101.1%	29.1	3.0	C
	Through	336	336	99.9%	11.4	2.9	B
	Right Turn	14	16	110.7%	2.6	2.6	A
	Subtotal	661	665	100.7%	19.9	2.8	B
WB	Left Turn	5	5	96.0%	35.6	36.5	D
	Through	338	337	99.6%	26.8	2.7	C
	Right Turn	220	218	99.0%	8.6	1.7	A
	Subtotal	563	559	99.3%	20.1	2.2	C
Total		2,088	2,077	99.5%	18.2	1.4	B

Intersection 2 SE 119th Avenue / SE McGillivray Blvd Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	6	7	108.3%	12.9	11.6	B
	Through						
	Right Turn	19	17	89.5%	4.0	0.9	A
	Subtotal	25	24	94.0%	7.1	3.9	A
EB	Left Turn	29	29	101.0%	4.9	1.8	A
	Through	595	590	99.2%	1.4	0.2	A
	Right Turn						
	Subtotal	624	619	99.2%	1.6	0.2	A
WB	Left Turn						
	Through	544	542	99.6%	0.8	0.2	A
	Right Turn	15	15	100.7%	0.8	0.9	A
	Subtotal	559	557	99.7%	0.8	0.2	A
Total		1,208	1,200	99.3%	1.3	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 3

SE 121st Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	111.0%	12.3	4.6	B
	Through						
	Right Turn	7	9	121.4%	3.4	1.7	A
	Subtotal	27	31	113.7%	10.4	4.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	544	541	99.4%	0.9	0.2	A
	Right Turn	57	56	97.5%	1.1	0.3	A
	Subtotal	601	596	99.2%	0.9	0.2	A
WB	Left Turn	5	5	96.0%	3.0	3.1	A
	Through	539	536	99.4%	1.8	0.1	A
	Right Turn						
	Subtotal	544	541	99.4%	1.8	0.1	A
Total		1,172	1,167	99.6%	1.6	0.2	A

Intersection 4

SE 125th Avenue / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	50	100.0%	5.4	0.6	A
	Through	4	4	110.0%	4.8	3.6	A
	Right Turn	16	16	102.5%	3.4	0.6	A
	Subtotal	70	71	101.1%	5.1	0.5	A
SB	Left Turn	7	7	92.9%	3.9	2.2	A
	Through	14	11	80.7%	6.0	1.2	A
	Right Turn	10	9	90.0%	3.1	1.6	A
	Subtotal	31	27	86.5%	5.2	1.0	A
EB	Left Turn	15	14	92.7%	6.3	1.4	A
	Through	481	481	100.1%	6.8	0.5	A
	Right Turn	55	55	99.8%	5.2	0.8	A
	Subtotal	551	550	99.9%	6.6	0.4	A
WB	Left Turn	20	19	96.5%	6.9	1.9	A
	Through	484	481	99.4%	7.6	0.4	A
	Right Turn	13	12	93.1%	5.2	1.6	A
	Subtotal	517	512	99.1%	7.6	0.4	A
Total		1,169	1,160	99.2%	6.9	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 5

SE 132nd Avenue / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	91	90	99.2%	5.3	0.4	A
	Through	8	8	102.5%	6.0	2.2	A
	Right Turn	43	43	99.3%	2.9	0.5	A
	Subtotal	142	141	99.4%	4.7	0.4	A
SB	Left Turn	13	12	89.2%	5.1	0.9	A
	Through	13	12	89.2%	5.4	2.3	A
	Right Turn	6	6	100.0%	3.1	2.3	A
	Subtotal	32	29	91.3%	5.2	0.8	A
EB	Left Turn	6	6	106.7%	7.6	2.7	A
	Through	385	386	100.3%	7.9	0.2	A
	Right Turn	113	111	98.6%	6.7	0.6	A
	Subtotal	504	504	100.0%	7.6	0.2	A
WB	Left Turn	50	47	94.4%	6.6	0.8	A
	Through	420	418	99.5%	7.3	0.3	A
	Right Turn	11	14	123.6%	4.7	1.0	A
	Subtotal	481	479	99.5%	7.1	0.3	A
Total		1,159	1,153	99.5%	7.0	0.2	A

Intersection 6

SE 136th Street / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	14	12	87.9%	7.2	3.3	A
	Through	46	46	98.9%	8.5	1.6	A
	Right Turn	11	12	108.2%	4.8	1.6	A
	Subtotal	71	70	98.2%	7.7	1.0	A
SB	Left Turn	233	234	100.3%	9.6	3.9	A
	Through	38	41	108.9%	6.2	1.5	A
	Right Turn	121	125	103.3%	4.3	0.8	A
	Subtotal	392	400	102.0%	7.5	2.3	A
EB	Left Turn	113	114	100.9%	10.1	1.9	B
	Through	309	309	99.9%	8.2	0.5	A
	Right Turn	19	19	98.9%	5.7	1.7	A
	Subtotal	441	441	100.1%	8.6	0.7	A
WB	Left Turn	12	11	91.7%	7.4	3.8	A
	Through	346	341	98.6%	8.5	1.1	A
	Right Turn	151	147	97.0%	7.0	0.9	A
	Subtotal	509	499	98.0%	8.0	0.9	A
Total		1,413	1,410	99.8%	8.1	1.0	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 7

SE 19th Street / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	9	9	95.6%	8.4	7.2	A
	Through	11	10	90.0%	15.4	9.8	C
	Right Turn	34	32	94.7%	6.4	4.2	A
	Subtotal	54	51	93.9%	9.0	5.4	A
SB	Left Turn	30	31	103.0%	15.2	5.4	C
	Through	15	16	109.3%	15.0	6.4	B
	Right Turn	22	22	100.5%	7.9	4.9	A
	Subtotal	67	69	103.6%	12.8	3.5	B
EB	Left Turn	31	33	106.1%	5.3	1.5	A
	Through	488	487	99.8%	1.8	0.2	A
	Right Turn	34	34	98.5%	2.1	0.9	A
	Subtotal	553	553	100.0%	2.0	0.2	A
WB	Left Turn	56	56	100.2%	4.4	1.2	A
	Through	478	470	98.4%	0.7	0.2	A
	Right Turn	35	36	101.7%	0.8	0.3	A
	Subtotal	569	562	98.8%	1.1	0.2	A
Total		1,243	1,235	99.4%	2.6	0.3	A

Intersection 8

SE Bella Vista Road / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	36	30	82.2%	11.9	5.2	B
	Through						
	Right Turn	17	19	108.8%	3.4	0.8	A
	Subtotal	53	48	90.8%	8.7	2.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	496	496	99.9%	0.4	0.1	A
	Right Turn	56	56	100.7%	0.5	0.2	A
	Subtotal	552	552	100.0%	0.4	0.1	A
WB	Left Turn	14	14	96.4%	5.4	2.3	A
	Through	533	531	99.6%	1.2	0.2	A
	Right Turn						
	Subtotal	547	545	99.6%	1.3	0.1	A
Total		1,152	1,145	99.4%	1.2	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 9

SE Blairmont Drive / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	28	30	106.4%	14.3	5.2	B
	Through	7	6	90.0%	17.2	15.2	C
	Right Turn	11	11	97.3%	5.3	2.4	A
	Subtotal	46	47	101.7%	13.4	5.1	B
SB	Left Turn	44	39	87.7%	14.4	6.0	B
	Through	11	11	101.8%	19.3	14.0	C
	Right Turn	60	63	104.7%	4.4	1.2	A
	Subtotal	115	113	97.9%	9.6	4.0	A
EB	Left Turn	90	89	98.6%	5.2	1.4	A
	Through	377	377	99.9%	1.2	0.3	A
	Right Turn	46	47	102.2%	1.0	0.7	A
	Subtotal	513	512	99.9%	1.9	0.3	A
WB	Left Turn	4	4	95.0%	3.8	5.6	A
	Through	459	450	97.9%	1.1	0.2	A
	Right Turn	62	65	104.0%	1.5	0.5	A
	Subtotal	525	518	98.6%	1.2	0.2	A
Total		1,199	1,190	99.2%	2.8	0.5	A

Intersection 10

SE Park Crest Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	3	2	70.0%	1.9	3.3	A
	Through	2	2	75.0%	13.1	18.9	B
	Right Turn	9	9	98.9%	3.7	2.2	A
	Subtotal	14	13	89.3%	6.4	4.4	A
SB	Left Turn	32	32	98.8%	9.9	3.8	A
	Through	3	3	106.7%	10.5	10.7	B
	Right Turn	13	12	95.4%	5.1	3.0	A
	Subtotal	48	47	98.3%	9.2	3.4	A
EB	Left Turn	11	10	91.8%	5.1	2.3	A
	Through	410	402	98.1%	1.1	0.2	A
	Right Turn	11	11	102.7%	0.8	1.0	A
	Subtotal	432	424	98.1%	1.2	0.1	A
WB	Left Turn	12	12	100.0%	4.3	2.4	A
	Through	509	504	99.0%	1.8	0.1	A
	Right Turn	46	46	100.0%	2.2	0.4	A
	Subtotal	567	562	99.1%	1.9	0.1	A
Total		1,061	1,045	98.5%	2.0	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 11

SE Briarwood Drive / SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	11	10	91.8%	4.3	2.6	A
	Through	2	2	105.0%	5.5	4.1	A
	Right Turn	42	40	94.5%	3.1	0.4	A
	Subtotal	55	52	94.4%	3.8	0.6	A
SB	Left Turn	50	47	93.4%	6.0	0.6	A
	Through	3	3	103.3%	4.9	6.3	A
	Right Turn	16	17	105.0%	4.3	1.5	A
	Subtotal	69	67	96.5%	5.7	0.9	A
EB	Left Turn	13	11	83.1%	4.9	1.7	A
	Through	412	404	98.1%	6.4	0.4	A
	Right Turn	26	26	100.0%	5.6	1.8	A
	Subtotal	451	441	97.8%	6.4	0.4	A
WB	Left Turn	58	54	92.2%	6.7	0.9	A
	Through	540	536	99.2%	7.9	0.4	A
	Right Turn	58	59	101.0%	6.7	1.6	A
	Subtotal	656	648	98.7%	7.7	0.4	A
Total		1,231	1,207	98.1%	6.9	0.3	A

Intersection 12

SE Village Loop /SE McGillivray Blvd

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	43	43	99.1%	6.0	1.0	A
	Through	38	38	99.7%	7.6	1.3	A
	Right Turn	26	26	99.2%	5.1	2.1	A
	Subtotal	107	106	99.3%	6.4	1.2	A
SB	Left Turn	15	16	104.0%	7.7	2.1	A
	Through	28	28	101.4%	10.2	2.0	B
	Right Turn	214	214	99.9%	7.1	1.2	A
	Subtotal	257	258	100.3%	7.5	1.2	A
EB	Left Turn	117	114	97.6%	9.7	1.6	A
	Through	336	329	98.0%	8.8	1.0	A
	Right Turn	51	48	93.9%	5.8	1.2	A
	Subtotal	504	491	97.5%	8.8	1.0	A
WB	Left Turn	25	24	94.4%	7.7	2.5	A
	Through	399	387	97.0%	9.4	1.8	A
	Right Turn	27	28	104.4%	7.7	2.4	A
	Subtotal	451	439	97.3%	9.2	1.8	A
Total		1,319	1,294	98.1%	8.5	1.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 13

SE 164th Avenue/ SE McGillivray Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	275	267	97.0%	155.2	55.7	F
	Through	959	935	97.5%	27.4	2.2	C
	Right Turn	193	193	99.9%	14.3	4.5	B
	Subtotal	1,427	1,395	97.8%	51.6	14.0	D
SB	Left Turn	124	124	100.1%	44.8	8.9	D
	Through	938	924	98.5%	27.7	11.1	C
	Right Turn	82	83	101.2%	24.0	10.5	C
	Subtotal	1,144	1,131	98.8%	29.1	9.5	C
EB	Left Turn	106	103	96.9%	52.4	5.7	D
	Through	206	210	101.7%	30.6	2.8	C
	Right Turn	167	165	99.0%	7.0	2.1	A
	Subtotal	479	478	99.7%	27.8	2.4	C
WB	Left Turn	195	202	103.7%	56.4	5.9	E
	Through	183	181	99.1%	41.4	3.9	D
	Right Turn	158	158	99.7%	19.9	6.8	B
	Subtotal	536	541	101.0%	41.3	3.5	D
Total		3,586	3,544	98.8%	39.6	6.6	D

Intersection 14

SE 164th Avenue / SE Village Loop - SE 20th St

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	32	33	101.6%	65.3	13.2	E
	Through	1,086	1,079	99.3%	30.4	10.6	C
	Right Turn	105	104	98.9%	4.9	1.9	A
	Subtotal	1,223	1,215	99.3%	29.0	9.2	C
SB	Left Turn	272	270	99.4%	53.9	10.0	D
	Through	1,078	1,080	100.2%	23.0	2.7	C
	Right Turn	77	78	101.4%	16.5	4.5	B
	Subtotal	1,427	1,429	100.1%	28.4	3.6	C
EB	Left Turn	94	89	94.7%	48.2	6.2	D
	Through	117	121	103.3%	31.6	5.3	C
	Right Turn	20	19	93.5%	8.3	2.2	A
	Subtotal	231	229	99.0%	35.7	4.5	D
WB	Left Turn	102	99	97.1%	51.7	5.1	D
	Through	108	105	97.6%	31.8	6.0	C
	Right Turn	199	201	101.1%	8.2	1.6	A
	Subtotal	409	406	99.1%	25.0	2.4	C
Total		3,290	3,277	99.6%	28.7	4.5	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

SE McGillivray Blvd
2022 Existing
PM Peak Hour

Intersection 15

SE Chkalov Drive/ SE 7th Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1	0	20.0%	0.6	1.8	A
	Through	469	471	100.4%	6.5	1.2	A
	Right Turn	73	75	102.5%	4.6	0.9	A
	Subtotal	543	546	100.6%	6.3	1.1	A
SB	Left Turn	137	136	99.6%	16.2	2.8	B
	Through	657	650	98.9%	5.8	1.0	A
	Right Turn	11	11	95.5%	4.8	3.4	A
	Subtotal	805	797	99.0%	7.5	1.0	A
EB	Left Turn	7	6	87.1%	8.3	9.5	A
	Through	2	2	110.0%	2.1	4.2	A
	Right Turn	10	9	93.0%	4.9	3.1	A
	Subtotal	19	18	92.6%	7.3	4.5	A
WB	Left Turn	180	176	97.6%	19.2	2.0	B
	Through						
	Right Turn	139	143	103.1%	4.1	0.7	A
	Subtotal	319	319	100.0%	12.4	1.4	B
Total		1,686	1,679	99.6%	8.0	0.9	A

Queueing Reports

Draft

Intersection 1

SE Chkalov Drive / SE McGillivray Blvd

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	90	105	5	170	12	185	4	13%	0%
	Through	465	35	10	110	41	200	77	0%	0%
	Through/Right	465	10	4	35	14	60	41	0%	0%
WB	Left Turn	55	5	1	15	4	30	1	0%	0%
	Through	970	70	7	120	21	155	39	13%	0%
	Right Turn	105	70	8	115	15	125	3	1%	0%
NB	Shared	380	15	4	45	8	55	21	0%	0%
	Left Turn	115	15	5	45	12	65	27	0%	0%
	Left/Through	410	45	4	80	6	100	16	0%	0%
	Right Turn	410	45	3	80	8	100	28	0%	0%

Intersection 2

SE 119th Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	970	10	2	30	6	40	11	0%	0%
	Through	970	5	0	5	5	10	15	0%	0%
WB	Through	695	5	0	5	3	5	10	0%	0%
	Through/Right	695	5	1	10	11	25	31	0%	0%
SB	Left Turn	445	15	3	40	6	50	12	0%	0%
	Right Turn	445	15	2	40	2	40	8	0%	0%

Intersection 3

SE 121st Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	695	5	0	5	4	5	12	0%	0%
WBWB	Right Turn	255	5	0	5	0	5	0	0%	0%
		255	5	0	5	0	5	0	0%	0%
NB	Left Turn	270	25	3	50	3	60	5	0%	0%
	Right Turn	270	5	1	15	6	30	10	0%	0%

Intersection 4

SE 125th Avenue / SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	105	10	1	25	3	35	1	0%	0%
	Through	850	45	3	65	7	70	10	0%	0%
	Through/Right	850	50	4	75	6	80	13	0%	0%
WB	Left Turn	130	15	4	40	4	45	13	0%	0%
	Through	1,775	50	2	75	4	90	10	0%	0%
	Through/Right	1,775	60	2	85	9	90	13	0%	0%
NB	Shared	290	40	2	60	4	75	6	0%	0%
SB	Shared	290	20	3	45	3	45	12	0%	0%

Intersection 5

SE 132nd Avenue / SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	80	10	2	30	4	35	0	0%	0%
	Through	1,775	45	3	70	5	80	13	0%	0%
	Through/Right	1,775	50	2	75	5	85	7	0%	0%
WB	Left Turn	130	30	4	50	9	65	22	0%	0%
	Through	1,135	40	2	65	3	75	10	0%	0%
	Right Turn	130	10	3	25	5	25	7	0%	0%
NB	Left Turn	105	35	3	55	8	75	16	0%	0%
	Through	320	10	1	25	1	25	0	0%	0%
	Right Turn	320	20	3	35	5	50	12	0%	0%
SB	Left/Through	260	15	2	45	4	40	11	0%	0%
	Through/Right	260	15	3	40	4	35	9	0%	0%

Intersection 6

SE 136th Street / SE McGillivray Boulevard

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	120	35	1	65	5	80	11	0%	0%
	Through	1,135	25	2	45	4	60	9	0%	0%
	Through/Right	1,135	30	3	55	5	65	11	0%	0%
WB	Left Turn	155	5	1	20	4	35	8	0%	0%
	Through	1,215	50	3	75	7	85	16	0%	0%
		255	5	0	5	0	5	0	0%	0%
NB	Shared	300	35	3	60	4	70	10	0%	0%
SB	Left Turn	345	50	5	80	10	100	23	0%	0%
	Through	345	15	2	40	2	40	12	0%	0%
	Right Turn	345	40	3	70	8	90	21	0%	0%

Intersection 7

SE 19th Street / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	130	5	2	25	6	35	1	0%	0%
	Through	1,215	5	1	10	10	25	25	0%	0%
	Through/Right	1,215	5	1	10	6	15	15	0%	0%
WB	Left Turn	155	15	1	40	3	45	15	0%	0%
	Through	425	5	1	10	7	25	20	0%	0%
	Through/Right	425	5	2	10	10	20	22	0%	0%
NB	Shared	440	40	3	70	6	95	18	0%	0%
SB	Shared	505	35	2	60	5	70	12	0%	0%

Intersection 8

SE Bella Vista Road / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	425	5	1	5	7	20	29	0%	0%
		40	5	0	5	0	5	0	0%	0%
WB	Left Turn	105	5	2	25	6	40	10	0%	0%
	Through	1,230	5	1	10	8	25	23	0%	0%
NB	Left Turn	295	35	3	60	6	75	21	0%	0%
	Right Turn	195	20	3	45	3	35	7	0%	0%

Intersection 9

SE Blairmont Drive / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	120	40	5	75	9	95	15	0%	0%
	Through	1,230	5	1	10	5	25	14	0%	0%
	Through/Right	1,230	5	1	10	5	20	12	0%	0%
WB	Left Turn	180	5	0	5	3	5	9	0%	0%
	Through	1,225	5	2	15	8	30	17	0%	0%
	Through/Right	1,225	10	4	35	9	55	21	0%	0%
NB	Shared	400	40	5	70	9	90	22	0%	0%
	Left Turn	155	40	4	70	10	85	20	0%	0%
	Through	520	5	1	20	7	35	7	0%	0%
SB	Right Turn	105	50	4	85	9	105	12	0%	0%

Intersection 10

SE Park Crest Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	180	15	4	40	6	50	14	0%	0%
	Through	1,225	5	0	5	3	5	10	0%	0%
	Through/Right	1,225	5	1	10	9	20	21	0%	0%
WB	Left Turn	180	5	1	15	6	25	12	0%	0%
	Through	855	5	0	5	4	10	12	0%	0%
	Through/Right	855	5	1	5	5	10	12	0%	0%
NB	Shared	260	15	3	40	5	45	12	0%	0%
	Left Turn	180	5	1	15	6	25	12	0%	0%
	Through	855	5	0	5	4	10	12	0%	0%
SB	Right Turn	105	50	4	85	9	105	12	0%	0%

Intersection 11

SE Briarwood Drive / SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	195	10	2	30	5	35	1	0%	0%
	Through	855	40	3	65	7	80	18	0%	0%
	Through/Right	855	40	2	65	4	75	12	0%	0%
WBNB	Left/Through	480	5	0	5	0	5	0	0%	0%
	Through	1,340	40	2	65	5	75	12	0%	0%
	Through/Right	1,340	55	2	80	8	90	21	0%	0%
NB	Shared	305	35	2	55	4	70	11	0%	0%
SB	Shared	370	35	2	55	5	60	9	0%	0%

Intersection 12

SE Village Loop /SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1,340	50	5	80	11	95	18	0%	0%
	Through/Right	1,340	40	3	60	7	75	17	0%	0%
WBWB	Through/Right	590	5	0	5	0	5	0	0%	0%
		315	45	3	70	6	85	15	0%	0%
NB	Left Turn	255	25	2	45	4	55	11	0%	0%
	Through/Right	485	20	3	40	3	50	8	0%	0%
SB	Left Turn	180	5	1	15	4	25	1	0%	0%
	Through/Right	685	30	4	60	10	80	18	0%	0%

Intersection 13

SE 164th Avenue/ SE McGillivray Blvd

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	205	45	5	90	11	115	32	0%	0%
	Through	565	65	7	120	9	145	14	0%	0%
	Right Turn	565	30	3	60	5	75	12	0%	0%
WB	Left Turn	205	70	6	130	30	165	54	0%	0%
	Through	470	50	6	100	19	140	47	0%	0%
	Through/Right	470	40	10	100	22	145	21	0%	0%
NB	Left Turn	405	95	10	155	20	180	21	0%	0%
	Through	770	190	6	270	20	300	34	0%	0%
	Through/Right	770	110	9	210	11	225	20	0%	0%
SB	Left Turn	220	50	5	95	17	140	63	0%	0%
	Through	390	85	15	180	31	215	41	0%	0%
	Through/Right	390	65	14	150	27	190	33	0%	0%

Intersection 14

SE 164th Avenue / SE Village Loop - SE 20th St

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	180	40	5	80	12	105	33	0%	0%
	Through	530	25	5	65	10	85	14	0%	0%
	Right Turn	130	10	3	25	6	30	8	0%	0%
WB	Left Turn	525	35	4	75	10	100	28	0%	0%
	Through	525	40	8	85	17	115	36	0%	0%
	Right Turn	525	25	5	55	12	85	21	0%	0%
NB	Left Turn	140	5	3	25	16	45	50	0%	0%
	Through	320	135	30	250	45	280	35	12%	0%
	Right Turn	320	25	4	55	7	70	17	0%	0%
SB	Left Turn	405	120	15	205	36	240	60	0%	0%
	Through	440	165	14	245	20	270	35	0%	0%
	Through/Right	440	50	6	110	14	155	24	0%	0%

Intersection 15

SE Chkalov Drive/ SE 7th Street

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Shared	110	5	1	20	7	30	10	0%	0%
WB	Left Turn	260	35	5	70	5	90	14	0%	0%
	Through/Right	260	25	4	45	8	60	12	0%	0%
NB	Left/Through	410	35	8	75	12	105	27	0%	0%
	Through/Right	410	50	6	95	16	120	37	0%	0%
SB	Left Turn	190	40	4	70	12	95	32	0%	0%
	Through	580	20	4	45	8	50	15	0%	0%
	Through/Right	580	25	4	65	5	80	13	0%	0%

Intersection 1

SE Chkalov Drive / SE McGillivray Blvd

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	90	145	9	205	6	185	0	28%	0%
	Through	465	125	23	285	54	365	78	3%	0%
	Through/Right	465	55	14	150	53	250	100	0%	0%
WB	Left Turn	55	5	2	25	6	35	8	0%	0%
	Through	970	100	7	175	22	225	54	31%	0%
	Right Turn	105	85	8	140	8	130	0	1%	0%
NB	Shared	380	20	3	50	6	65	17	0%	0%
	Left Turn	115	60	9	115	16	145	24	1%	0%
	Left/Through	410	90	9	140	16	175	30	4%	0%
	Right Turn	410	130	15	240	31	320	59	0%	0%

Intersection 2

SE 119th Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	970	20	5	50	14	70	21	0%	0%
	Through	970	5	1	5	9	10	28	0%	0%
WB	Through/Right	695	5	1	5	5	10	13	0%	0%
	Left Turn	445	10	2	30	4	35	0	0%	0%
SB	Right Turn	445	15	4	45	6	40	9	0%	0%

Intersection 3

SE 121st Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	695	5	1	5	6	10	18	0%	0%
WBWB	Through/Right	255	5	0	5	0	5	0	0%	0%
		255	5	0	5	0	5	0	0%	0%
NB	Left Turn	270	20	3	45	5	55	14	0%	0%
	Right Turn	270	10	3	30	7	35	0	0%	0%

Intersection 4

SE 125th Avenue / SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	105	15	2	40	4	45	16	0%	0%
	Through	850	60	3	85	6	105	18	0%	0%
	Through/Right	850	65	5	95	11	110	17	0%	0%
WB	Left Turn	130	20	3	45	4	45	12	0%	0%
	Through	1,775	50	2	75	4	90	14	0%	0%
	Through/Right	1,775	60	3	80	5	95	16	0%	0%
NB	Shared	290	35	2	60	6	75	13	0%	0%
SB	Shared	290	20	3	50	3	60	13	0%	0%

Intersection 5

SE 132nd Avenue / SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	80	10	2	25	5	35	9	0%	0%
	Through	1,775	55	3	80	5	95	17	0%	0%
	Through/Right	1,775	60	4	90	9	105	13	0%	0%
WB	Left Turn	130	25	4	50	5	55	15	0%	0%
	Through	1,135	45	2	70	5	80	13	0%	0%
	Right Turn	130	10	2	25	4	25	0	0%	0%
NB	Left Turn	105	30	2	50	6	60	9	0%	0%
	Through	320	5	2	20	4	25	8	0%	0%
	Right Turn	320	20	2	40	4	50	6	0%	0%
SB	Left/Through	260	20	3	45	4	40	11	0%	0%
	Through/Right	260	5	2	25	5	35	0	0%	0%

Intersection 6

SE 136th Ave & SE McGillivray Blvd

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	120	40	4	70	9	90	19	0%	0%
	Through	1,135	35	4	55	7	70	12	0%	0%
	Through/Right	1,135	40	3	65	8	75	13	0%	0%
WB	Left Turn	155	10	2	35	4	35	8	0%	0%
	Through	1,215	55	5	85	8	100	13	0%	0%
	Right Turn	255	5	0	5	0	5	0	0%	0%
NB	Shared	300	35	2	60	5	80	9	0%	0%
SB	Left Turn	345	70	8	115	19	145	35	0%	0%
	Through	345	25	4	50	6	55	15	0%	0%
	Right Turn	345	40	5	65	10	85	13	0%	0%

Intersection 7

SE 19th Street / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	130	15	3	35	7	45	15	0%	0%
	Through	1,215	5	1	5	5	10	14	0%	0%
	Through/Right	1,215	5	1	10	6	15	15	0%	0%
WB	Left Turn	155	20	4	50	8	55	18	0%	0%
	Through/Right	425	5	1	5	7	15	15	0%	0%
NB	Shared	440	35	5	60	10	75	26	0%	0%
	Shared	505	40	4	75	12	100	33	0%	0%
SB	Shared									

Intersection 8

SE Bella Vista Road / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	425	5	1	10	10	20	27	0%	0%
	Through	40	5	0	5	0	5	0	0%	0%
WB	Left Turn	105	10	2	30	4	40	8	0%	0%
	Through	1,230	5	1	5	6	10	18	0%	0%
NB	Left Turn	295	25	3	55	8	65	23	0%	0%
	Right Turn	195	15	3	40	4	35	0	0%	0%

Intersection 9

SE Blairmont Drive / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	120	25	3	50	6	65	16	0%	0%
	Through	1,230	5	1	5	5	15	12	0%	0%
	Through/Right	1,230	5	1	10	9	25	20	0%	0%
WB	Left Turn	180	5	1	15	7	25	13	0%	0%
	Through	1,225	5	2	10	8	25	22	0%	0%
	Through/Right	1,225	5	2	20	7	40	14	0%	0%
NB	Shared	400	35	3	70	8	85	16	0%	0%
	Left Turn	155	30	3	55	6	70	10	0%	0%
	Through	520	15	5	40	10	50	12	0%	0%
SB	Right Turn	105	35	3	60	4	75	10	0%	0%

Intersection 10

SE Park Crest Avenue / SE McGillivray Blvd

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	180	10	1	30	2	40	7	0%	0%
	Through	1,225	5	1	10	6	20	16	0%	0%
	Through/Right	1,225	5	2	15	9	35	21	0%	0%
WB	Left Turn	180	5	2	20	6	30	0	0%	0%
	Through	855	5	1	10	7	20	17	0%	0%
	Through/Right	855	5	1	15	6	35	12	0%	0%
NB	Shared	260	15	3	40	4	40	12	0%	0%
	Left Turn	180	5	2	20	6	30	0	0%	0%
	Through	855	5	1	10	7	20	17	0%	0%
SB	Right Turn	105	35	3	60	4	75	10	0%	0%

Intersection 11

SE Briarwood Drive / SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	195	15	2	35	3	35	6	0%	0%
	Through	855	50	2	75	2	85	6	0%	0%
	Through/Right	855	60	4	85	8	95	18	0%	0%
WBNB	Left/Through	480	5	0	5	0	5	0	0%	0%
	Through	1,340	55	3	80	4	95	9	0%	0%
	Through/Right	1,340	65	3	90	3	115	16	0%	0%
NB	Shared	305	30	2	55	5	60	17	0%	0%
SB	Shared	370	30	2	50	4	60	8	0%	0%

Intersection 12

SE Village Loop /SE McGillivray Blvd

All-way Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left/Through	1,340	70	6	110	16	130	30	0%	0%
	Through/Right	1,340	50	3	80	7	95	14	0%	0%
WBWB	Through/Right	590	5	0	5	0	5	0	0%	0%
		315	75	4	125	11	150	24	0%	0%
NB	Left Turn	255	25	2	50	5	55	12	0%	0%
	Through/Right	485	25	3	50	5	70	10	0%	0%
SB	Left Turn	180	10	1	30	2	30	10	0%	0%
	Through/Right	685	50	6	85	13	115	28	0%	0%

Intersection 13

SE 164th Avenue/ SE McGillivray Blvd

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	205	95	10	170	19	210	33	0%	0%
	Through	565	130	11	210	23	245	30	1%	0%
	Right Turn	565	50	4	85	6	110	20	0%	0%
WB	Left Turn	205	145	22	220	33	220	27	2%	0%
	Through	470	100	10	190	20	270	60	0%	0%
	Through/Right	470	140	17	250	20	285	33	0%	0%
NB	Left Turn	405	255	41	395	66	410	35	4%	0%
	Through	770	245	30	395	95	525	186	0%	0%
	Through/Right	770	200	16	305	28	335	42	0%	0%
SB	Left Turn	220	90	18	195	40	240	16	0%	0%
	Through	390	205	43	320	29	340	39	8%	0%
	Through/Right	390	205	41	320	26	350	40	0%	0%

Intersection 14

SE 164th Avenue / SE Village Loop - SE 20th St

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Left Turn	180	75	12	135	23	160	31	0%	0%
	Through	530	70	5	130	11	160	22	2%	0%
	Right Turn	130	10	3	35	14	60	49	0%	0%
WB	Left Turn	525	70	8	125	12	150	42	0%	0%
	Through	525	60	7	120	17	160	39	0%	0%
	Right Turn	525	55	6	100	10	135	19	0%	0%
NB	Left Turn	140	50	9	145	23	185	0	0%	0%
	Through	320	220	38	315	29	330	22	18%	1%
	Right Turn	320	40	5	75	10	100	21	0%	0%
SB	Left Turn	405	220	25	350	47	380	44	1%	0%
	Through	680	225	13	330	37	395	111	0%	0%
	Through/Right	680	150	12	235	16	270	28	0%	0%

Intersection 15

SE Chkalov Drive/ SE 7th Street

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Shared	110	15	3	40	4	40	11	0%	0%
WB	Left Turn	260	75	6	125	10	155	20	0%	0%
	Through/Right	260	30	4	55	8	70	13	0%	0%
NB	Left/Through	410	50	5	105	13	140	16	0%	0%
	Through/Right	410	65	6	120	9	155	16	0%	0%
SB	Left Turn	190	60	5	105	9	130	11	0%	0%
	Through	580	50	6	100	17	125	39	0%	0%
	Through/Right	580	80	7	140	12	165	21	0%	0%



City of Vancouver

Jefferson – Kauffman Realignment Project



June 6, 2023

Vancouver Transportation and Mobility
Commission Workshop

M. Hassan Abdalla, Transportation Engineering
Manager, Public Works

Presentation Overview/Purpose

Agenda:

- Discuss Project Background
- Project Opportunities
- Scope – Design/Permitting, ROW and Construction
- Questions, Discussion and Feedback

Purpose:

- Update TMC on project scope and timeline
- Review 60% design plans and get feedback from TMC
 - TMC bylaws & code specify review and formal design recommendation of any project in the public ROW over \$2M in total cost.

Jefferson-Kauffman Project Background

- 2001 – Mill Plain Extension (SR-501) Completed
- 2004 – Jefferson/Kauffman Realignment Project Identified in the TIP
- 2008 – Conceptual Design and Cost Estimate
- 2011 – Construction of the BNSF Company Main Line
- 2013 - 2016 – Construction of the Waterfront Access Project
- 2019 – City Awarded Federal Grant (STBG) Through RTC
- 2023 – City Awarded State Grant Through State Transportation Budget
- 2023 – City will Apply for Additional Grant Through State TIB

Jefferson-Kauffman Project Background

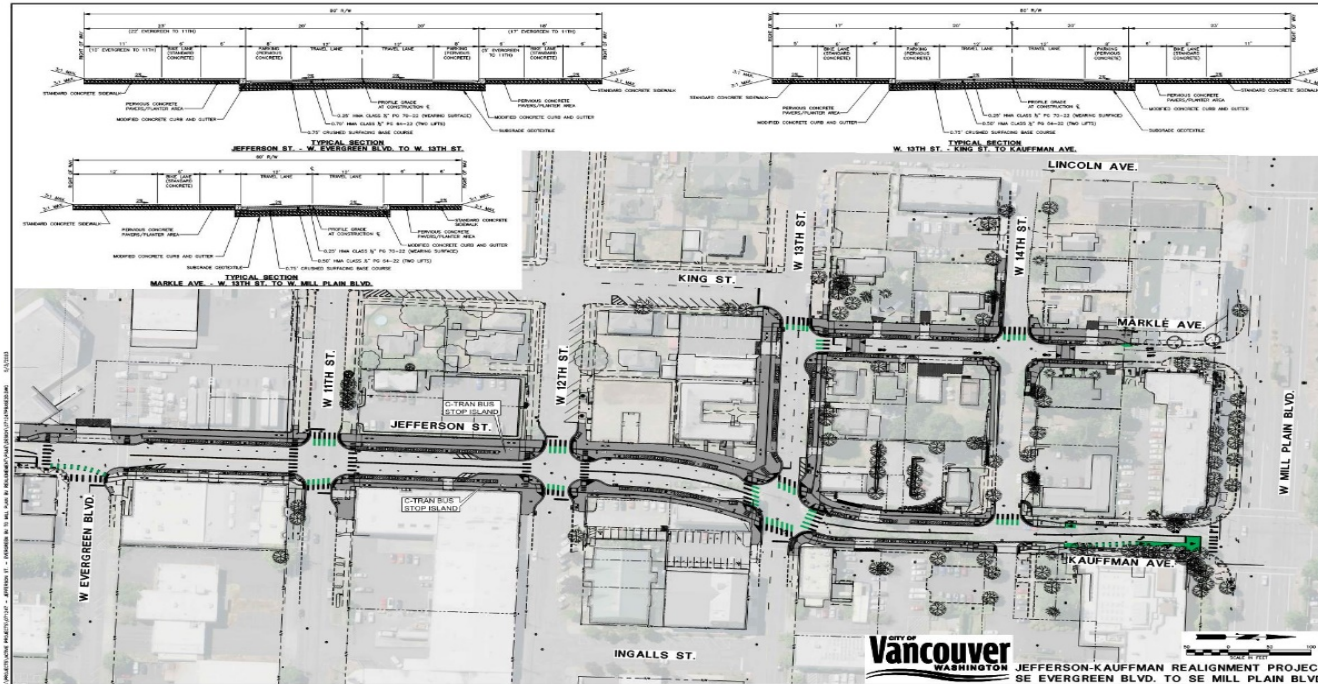
Project Objectives

- Complete connection between Waterfront Access and Mill Plain (SR-501)
- Create a Complete Street environment for all users and abilities.
- Complete the missing link for multi-use path/trail system.
- Create an attractive quality visual image in the west side of our downtown to promote future developments.

Jefferson-Kauffman Project Opportunities

- Wider Sidewalks and Multi-Use Path
- On-Street Parking
- Enhanced Pedestrian Crosswalks
- Enhanced Bicycle Facilities
- Upgrade Water/Sewer Infrastructure
- Stormwater/Paving Improvements

Jefferson-Kauffman Project Map



Engineering
Diagram – Overall
Improvements.

Jefferson-Kauffman Project Sections

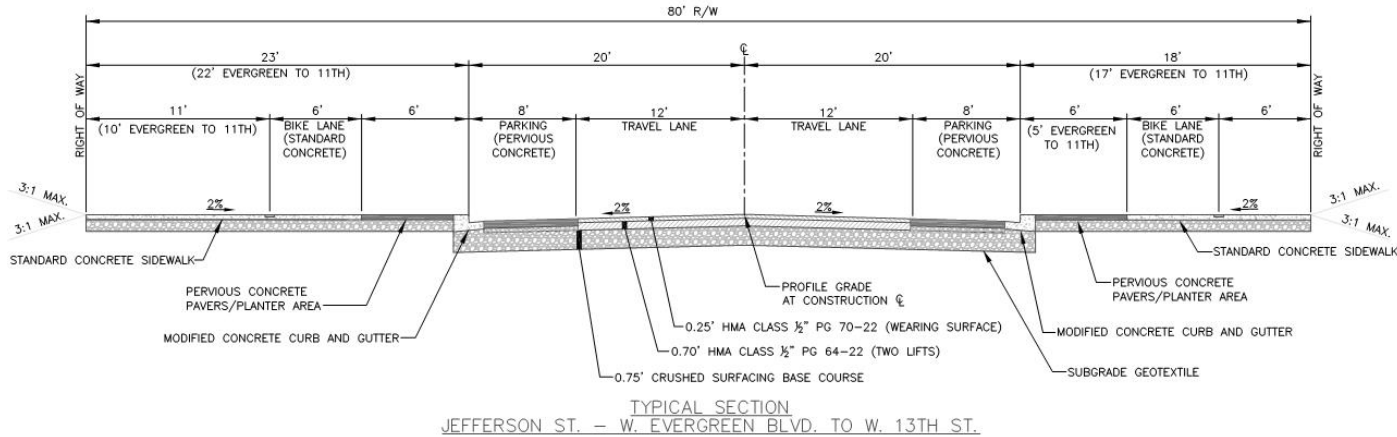


Diagram-
Future
Jefferson St.
Looking North

Jefferson-Kauffman Project Sections

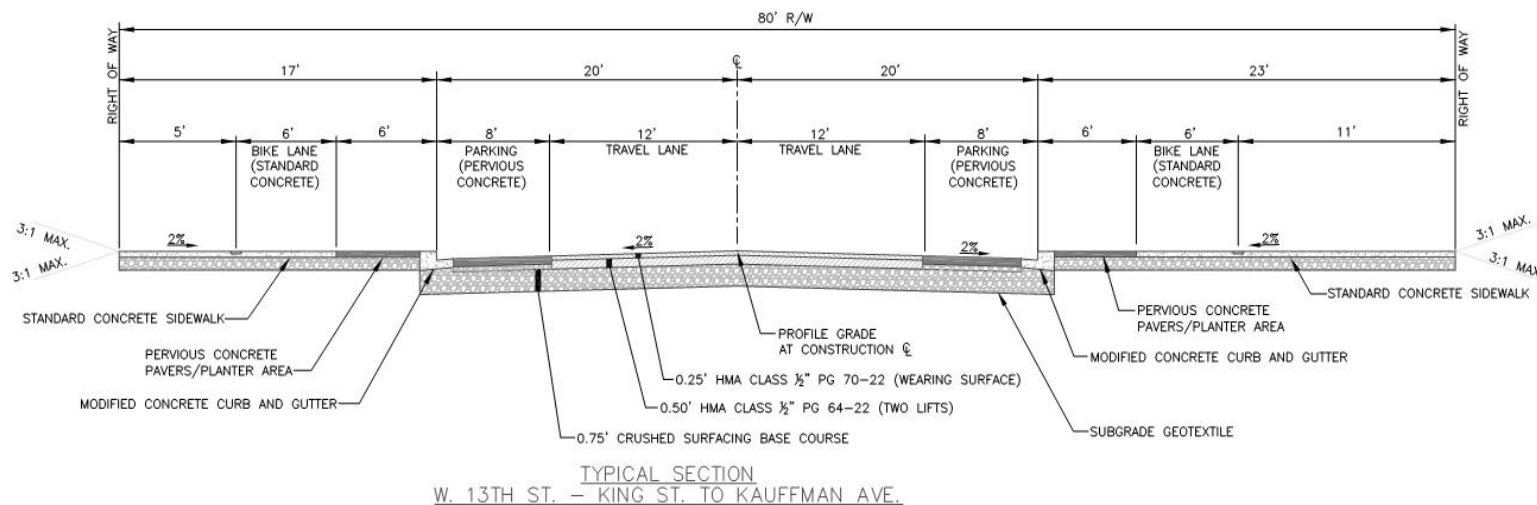


Diagram-
 Future W
 13th St.
 Looking East

Jefferson-Kauffman Project Sections

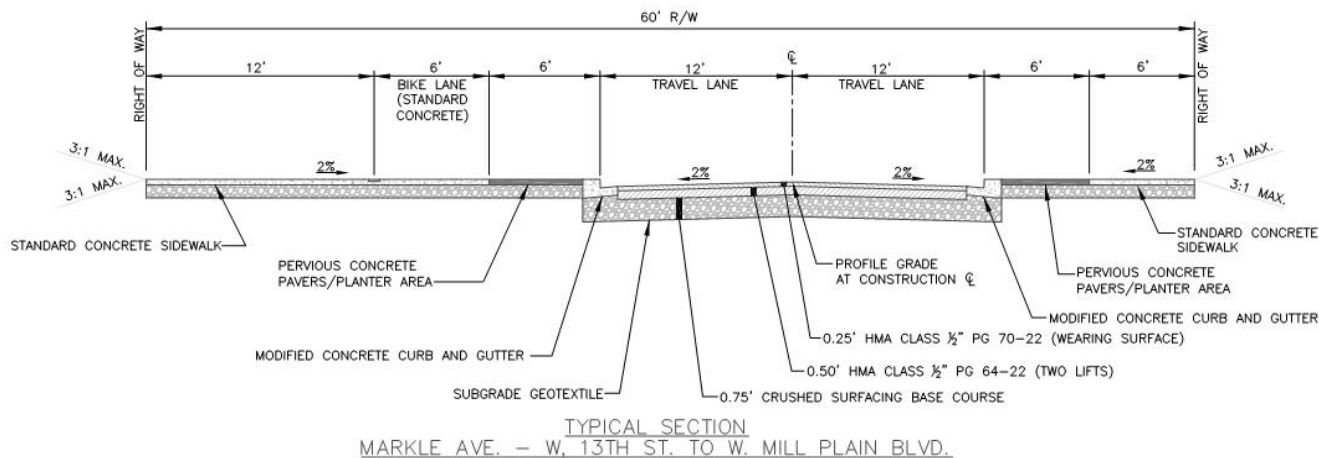


Diagram – Future
Markle Ave
Looking North

Project Funding

- 2019 – City Awarded Federal Grant (STBG) Through RTC
- 2013 – City Awarded State Grant Through State Transportation Budget
- 2023 – City Awarded State Grant through Freight Mobility Strategic Investment Board (FMSIB)
- 2023 – State Grant Request Through TIB
- City Street Capital Fund

Jefferson-Kauffman Project Schedule

- April 2023 – 60% Design Complete
- April 2023 – ROW Consultant Selected
- November 2023 – 75% Design Complete
- Summer 2024 – Design Complete and Advertise for Bids
 - Will return to TMC at 100% design for final review/recommendation
- Fall 2024 – Construction Underway*
- December 2025 – Construction Complete*

* - Subject to Completion of Design/ROW Phases

Questions, Discussion and Feedback

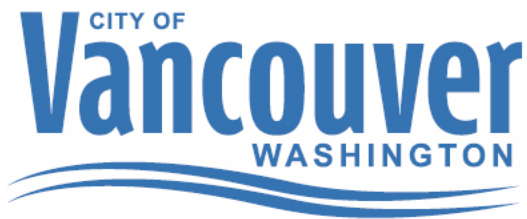
M. Hassan Abdalla, Transportation Engineering Manager, Public Works,
hassan.abdalla@cityofvancouver.us





Transportation System Plan Update

Transportation and Mobility Commission Workshop
June 6, 2023



Kate Drennan, Principal Transportation Planner, Community Development
Department

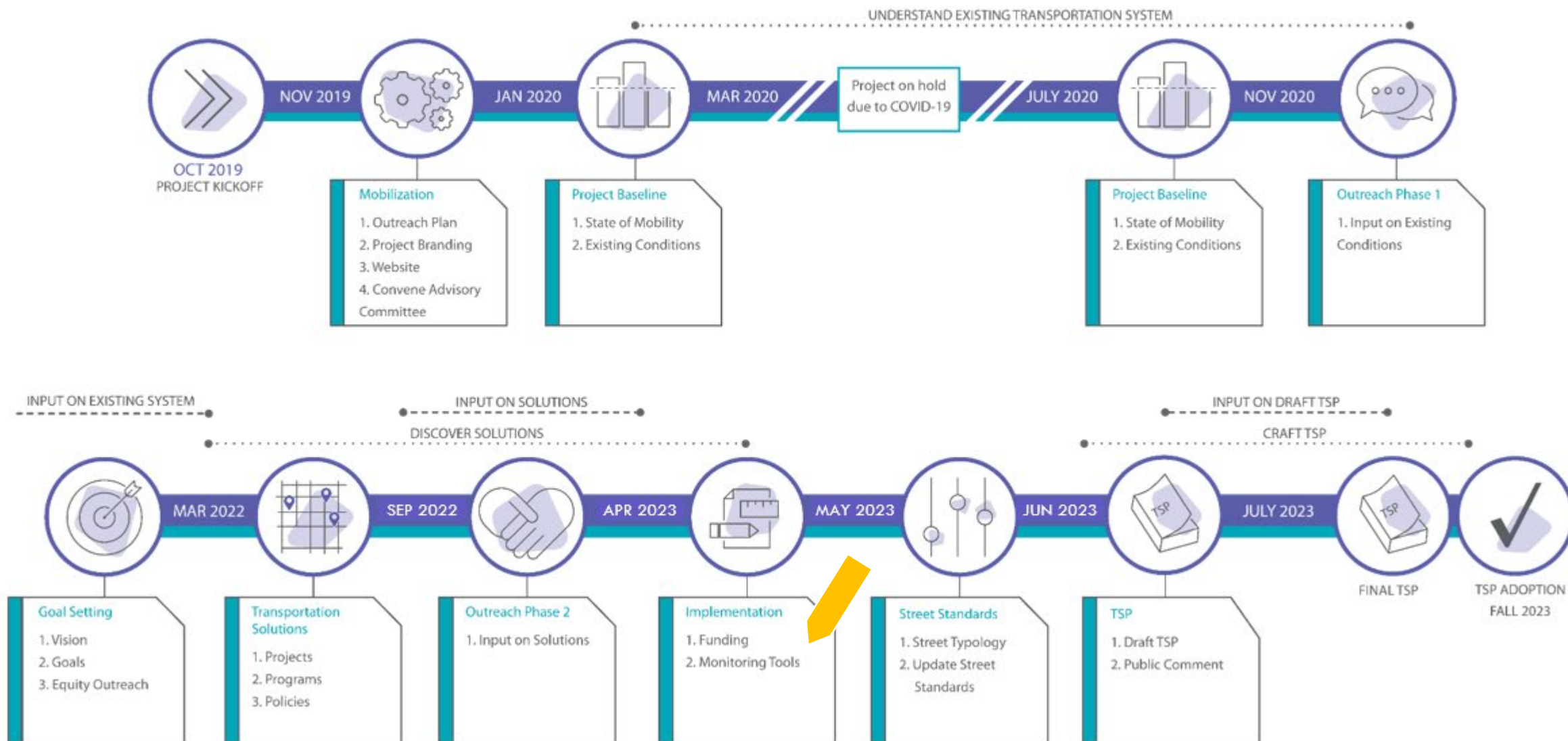
Stephanie Wright, Principal, Nelson\Nygaard Consulting

Agenda

- Presentation purpose: gather feedback on the following Transportation System Plan elements:
 - Funding highlights
 - Capital projects



TSP Schedule



TSP Chartering Process

Project Phase	Elements	Council and TMC Action	Completed Dates/Tentative Dates
Project Baseline	- State of mobility - Existing conditions - Vulnerability analysis - Community input	TMC review	Jan 5, 2021; Mar 2, 2021; Jun 1, 2021; Jul 6, 2021
		Council workshop	Jun 14, 2021
Values and Goals	- Enhanced Transit Corridor analysis - Community input on project values and associated project opportunities	TMC review	Sep 7, 2021; Jan 4, 2022
		Council workshop	Apr 25, 2022
Final Goals and Priorities	- TSP Goals - Project prioritization process	TMC review	Mar 1, 2022; Jul 5, 2022; Sep 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022
		Council resolution	September 26, 2022
Solutions	- Policies and programs - Modal networks	TMC review	Jul 5, 2022; Sep 6, 2022; Dec 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022; Jan 9, 2023
		Council resolution	January 2023
Implementation Guidance	- Street typology and standards update - Pedestrian crossing policy - Performance measures - Funding recommendations	TMC review	March 7, 2023; May 2, 2023; June 6, 2023
		Council workshop	May 22, 2023
Plan Adoption	- Review of draft plan - Community input on draft plan - Plan adoption	TMC action item	September 5, 2023; November 7, 2023
		Council workshop	July 10, 2023; September 11, 2023; November 6, 2023; December 4, 2023
		Council resolution	December 18, 2023

Prior TMC Review

Jan 5, 2021

- Intro to TSP Update

Mar 2, 2021

- Existing conditions
- Community outreach

Jun 1, 2021

- Equity analysis

Jul 6, 2021

- Collision dashboard
- Public outreach

Sep 7, 2021

- Community transportation values

Jan 4, 2022

- Enhanced transit, equity analysis update
- Opportunities (travel patterns)
- Values outreach results

Mar 1, 2022

- Draft goals framework

Sept 6, 2022

- Modal networks
- Prioritization

Dec 6, 2022

- Modal network and community engagement updates
- Prioritization methodology

Mar 7, 2023

- Pedestrian Crossing Policy
- Initial project evaluation results

May 2, 2023

- Performance measures

Alignment with Universal Policy Priorities



Climate

Our transportation system helps to reduce our impact on the climate and our natural environment.



Equity

Transportation in Vancouver supports the needs of all and investment counteracts historic and current inequities.



Safety

Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.

TSP Implementation: Funding



**Transportation
Funding in
Vancouver**



TIP and CFP



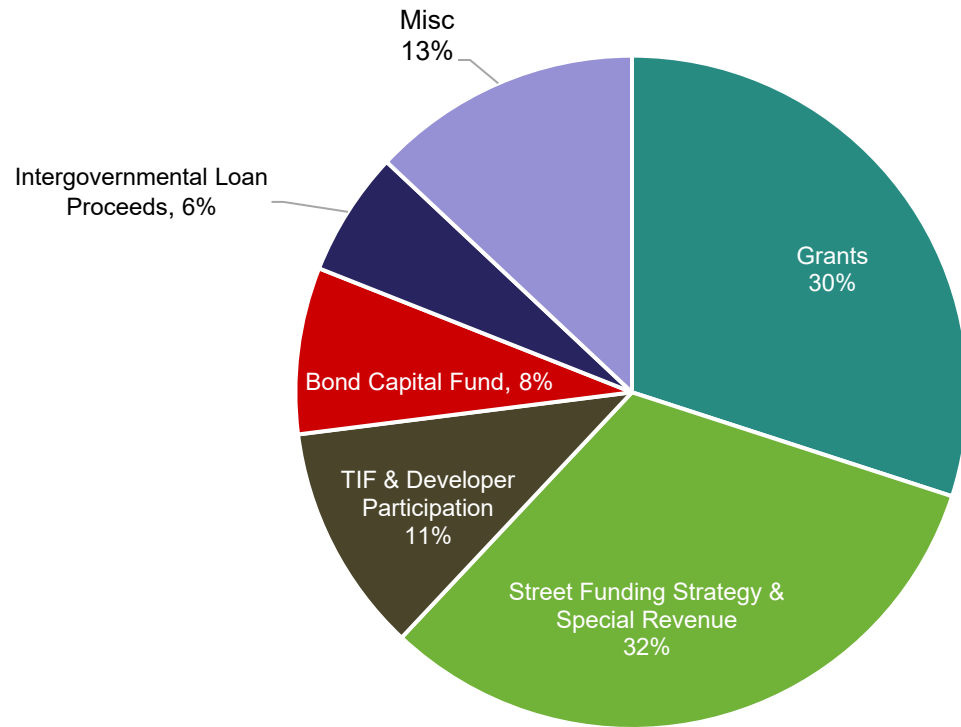
**Project
Prioritization**

Funding Takeaways

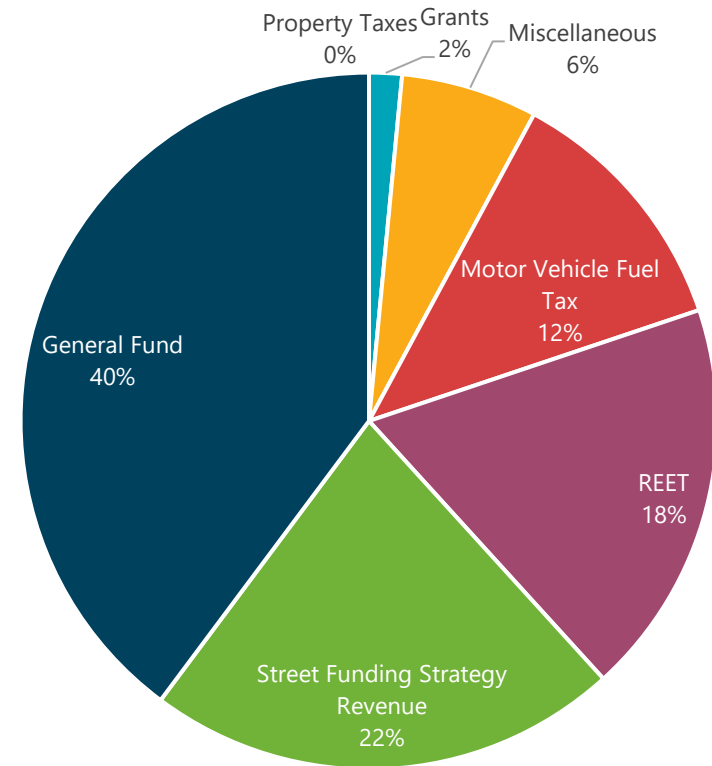
- Vancouver has a solid funding foundation with the Street Funding Strategy (SFS) which includes recent changes to the Business License Surcharge (BLS) and Transportation Benefit District (TBD)
- The TSP identifies new ped/small mobility projects that meet TSP goals
- Adopted project prioritization framework will reset the 6-Year Transportation Improvement Program (TIP) and 20-Year Capital Facilities Program (CFP) and Transportation Impact Fee (TIF) project lists
- The TSP identifies new policies and programs that meet TSP goals
- While funding outlook is positive, additional capacity (FTE) is needed to deliver
- New grants and using developer fees to pay for multimodal projects and programs are being explored

Our transportation system is funded primarily through grants, the general fund, and the SFS

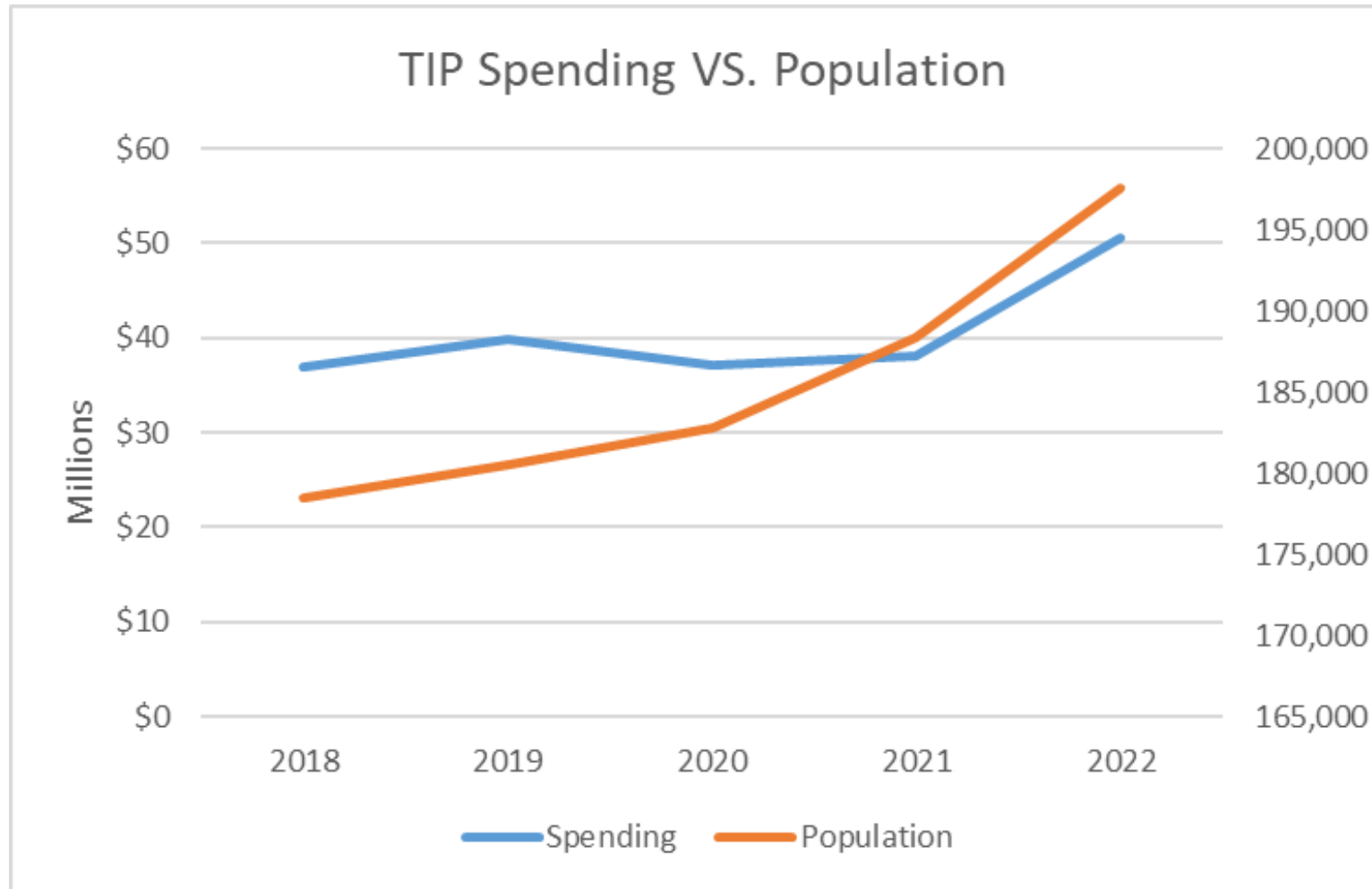
Capital Revenue Sources



Maintenance Revenue Sources



Transportation Spending vs Population Growth



Source

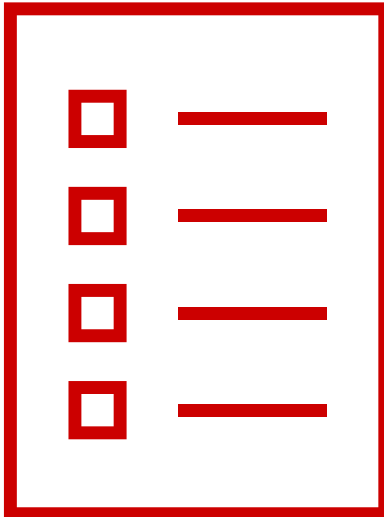
Spending: 2024-2029 DRAFT TIP

Population: 2018 – 2021 ACS 5-year, 2022 from Washington State Office of Financial Management

The TIP and the CFP

- 6-year capital project list; some programs
- Updated annually
- Intent is to include funded projects or those expected to be funded in the 6-year timeframe

TIP



Over time,
partially funded
and unfunded
projects were
added to the TIP

- All capital projects needed to keep up with growth (schools, utilities, transportation)
- Updated with Comprehensive Plan
- Unfunded projects

CFP



There is \$133.2M in funded projects and programs in the 2024-2029 TIP

But 72% of the project and program estimates in the TIP are unfunded...

Category	6 Year Planned Funding	% of \$ Total	# of Projects and Programs
Funded	\$133.2M	20%	26
Partially Funded	\$54.7M	8%	15
Unfunded*	\$486.8M	72%	67
Total	\$674.8M	100%	108

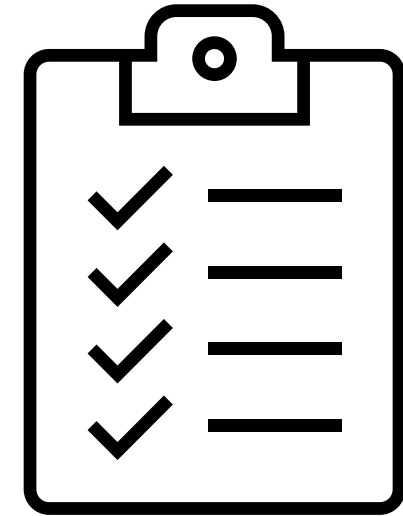
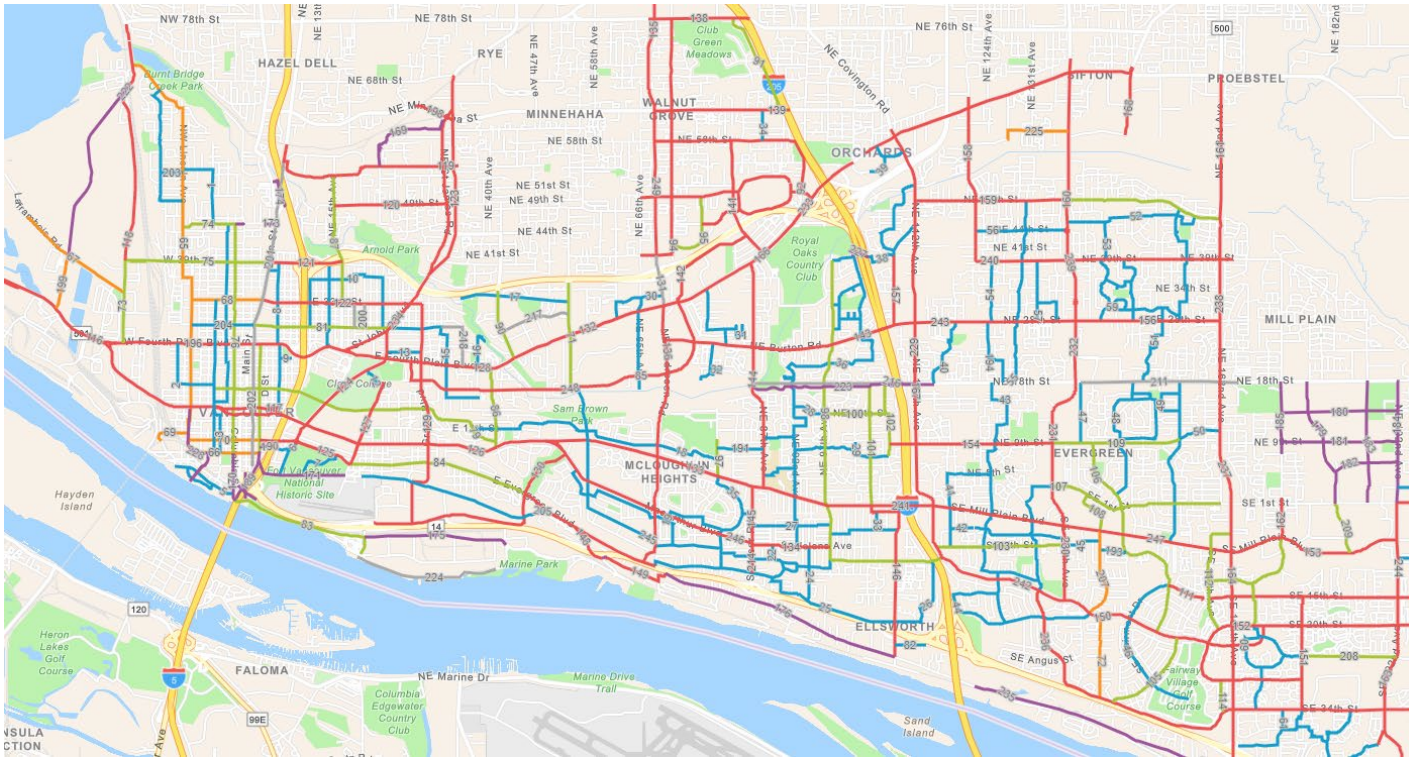
* Uses higher end of estimated project scope costs

Of the unfunded projects and programs...

Project Type	% of Unfunded	# of Projects
Active Transportation Improvements	12%	15
Arterial Improvement	84%	29
Signal & Lighting Improvements	4%	23

Core Components of the TSP

- Modal networks focused on pedestrian and small mobility
- List of new capital projects to implement TSP
- How to add these projects into TIP?



Updated Prioritization Framework



① **Where** should we invest? What should be our top priority?

*Presented
To TMC
3/7/23*



**TSP Capital
Project List**



Criteria:

Equity
Collision Rate & Type
Access to Essential Places
Future Growth Areas



High Priority
Medium Priority
Low Priority



② **When** should we invest?

*New
Material*

Criteria:	Later	Sooner
Pavement Program Opportunities?	No	Yes
Coordination with Other Agencies?	No	Yes
Quick Wins: Fills a pedestrian/small mobility gap?	No	Yes
Environmental Impacts?	Yes	No
ROW Impacts?	Yes	No



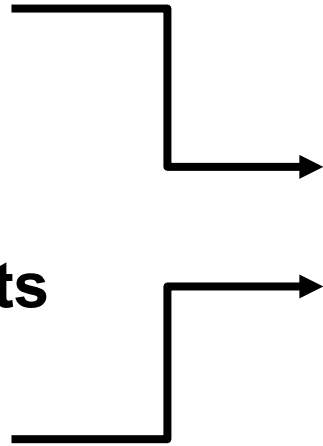
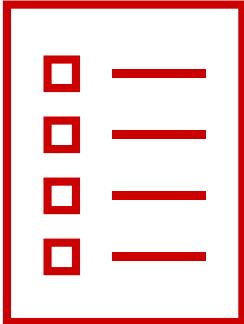
Near-term
Medium-term
Long-term

Re-Prioritization of Projects

TSP Projects



TIP Projects



New TIP
2025-2030

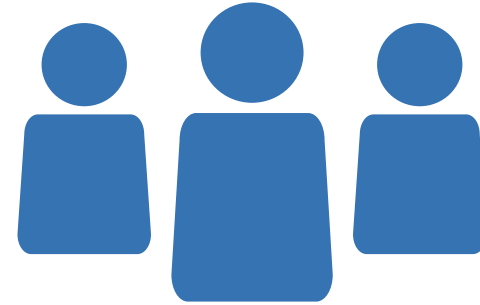


CFP



Core Components of the TSP

**New multimodal
policies and programs
will require more
capacity (FTE) to
deliver**



We're exploring ways for existing developer contributions to support multimodal projects

There are 3 policies in the TSP that will help get us there...

Policy	Description
Traffic Impact Analysis	Update traffic impact procedures for capital and development projects to include urban trip generation rates, reduced auto demand along Enhanced Transit Corridors, 2nd highest peak hour, more realistic baseline traffic growth, and TDM mitigations.
Concurrency Standard	Update concurrency to include multimodal metrics beyond just vehicle travel speed. Update Title 11.
Transportation Impact Fees	Add ped/small mobility projects to the TIF list and update TIF rates. Update Title 20.

We're also exploring new grant opportunities to support new programs

- **Federal**
 - **Safe Streets for All (SS4A) Program**
 - Fund local initiatives to prevent deaths and serious injuries
 - **PROTECT Discretionary Grant Program**
 - Surface transportation projects addressing climate crisis
- **State**

Zero-emissions
Access
Program

Green
Transportation
Capital Grant
Program

Transit
Support
Grant

Transportation
Demand
Management
Grant

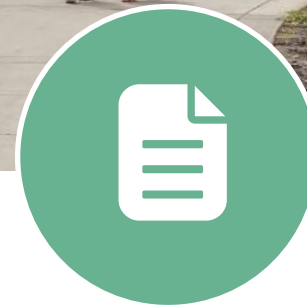
Public
Transit
Rideshare
Program

Questions or comments?

TSP Capital Projects



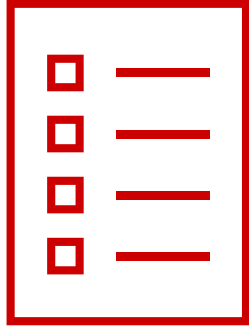
Map



Examples

Capital Projects

TIP Projects



- Mix of programs, roadway projects, complete streets

TSP Projects



- Walking and Small Mobility investments

Creating the TSP Capital Projects

Future low-stress small mobility network



Existing Conditions

Future low-stress pedestrian network



- The delta – what needs to change from today to tomorrow
- Turns into project list

Typical Capital Projects

- Making existing Bike /Small Mobility facilities more comfortable for a larger market
- Adding new Bike / Small Mobility facilities
- Filling sidewalk gaps
- Adding crossings that meet city's updated crossing policy

Types of Crossings

Level 1



Level 2



Level 3



TSP Capital Project Summary

229 projects

Bike/ Small Mobility: 33	Ped: 8	Both 188
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Sidewalk infill (linear miles)

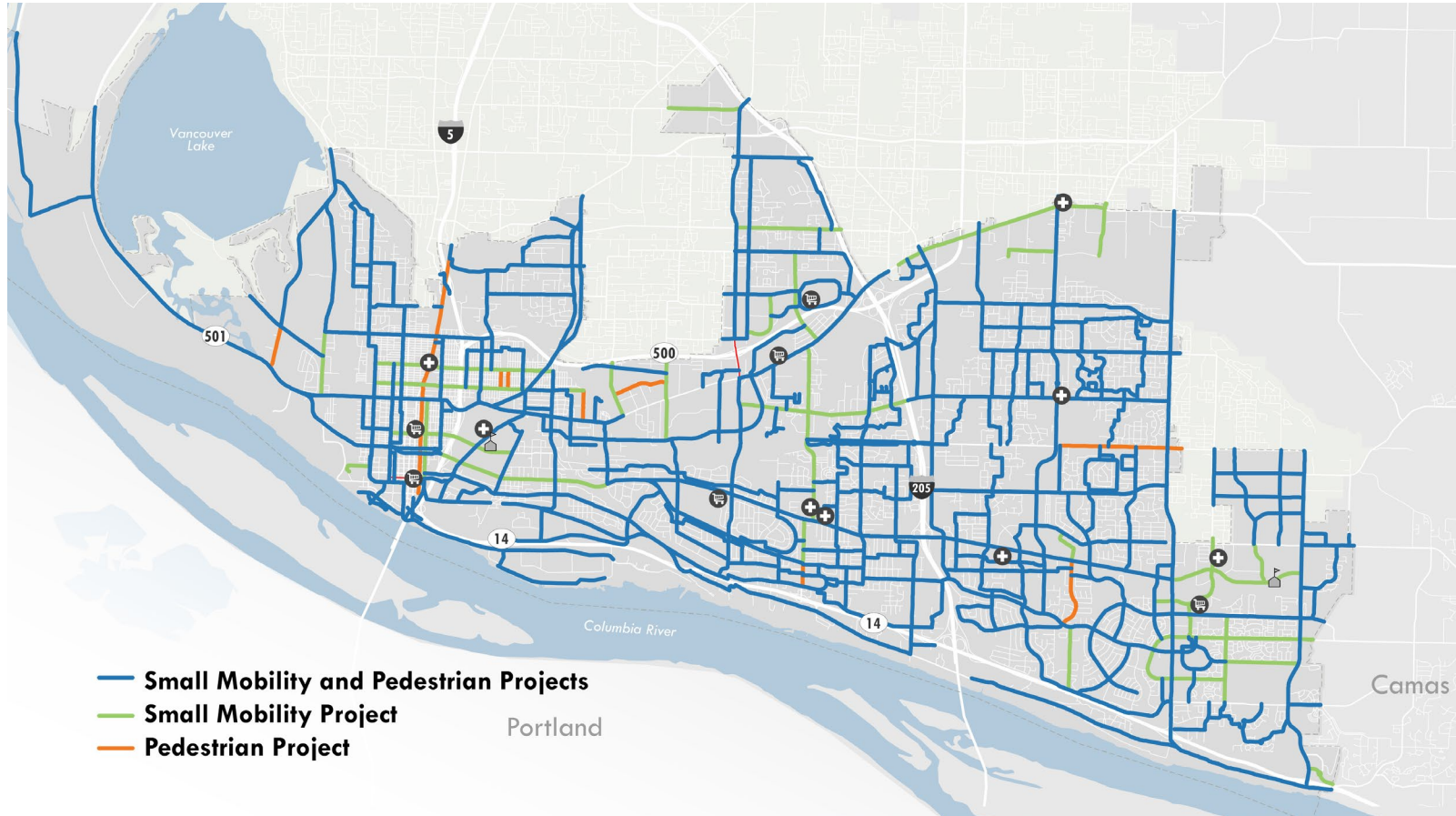
Existing: 630 miles	Proposed: 156 miles (125% increase)
------------------------	---

324 New Crossings

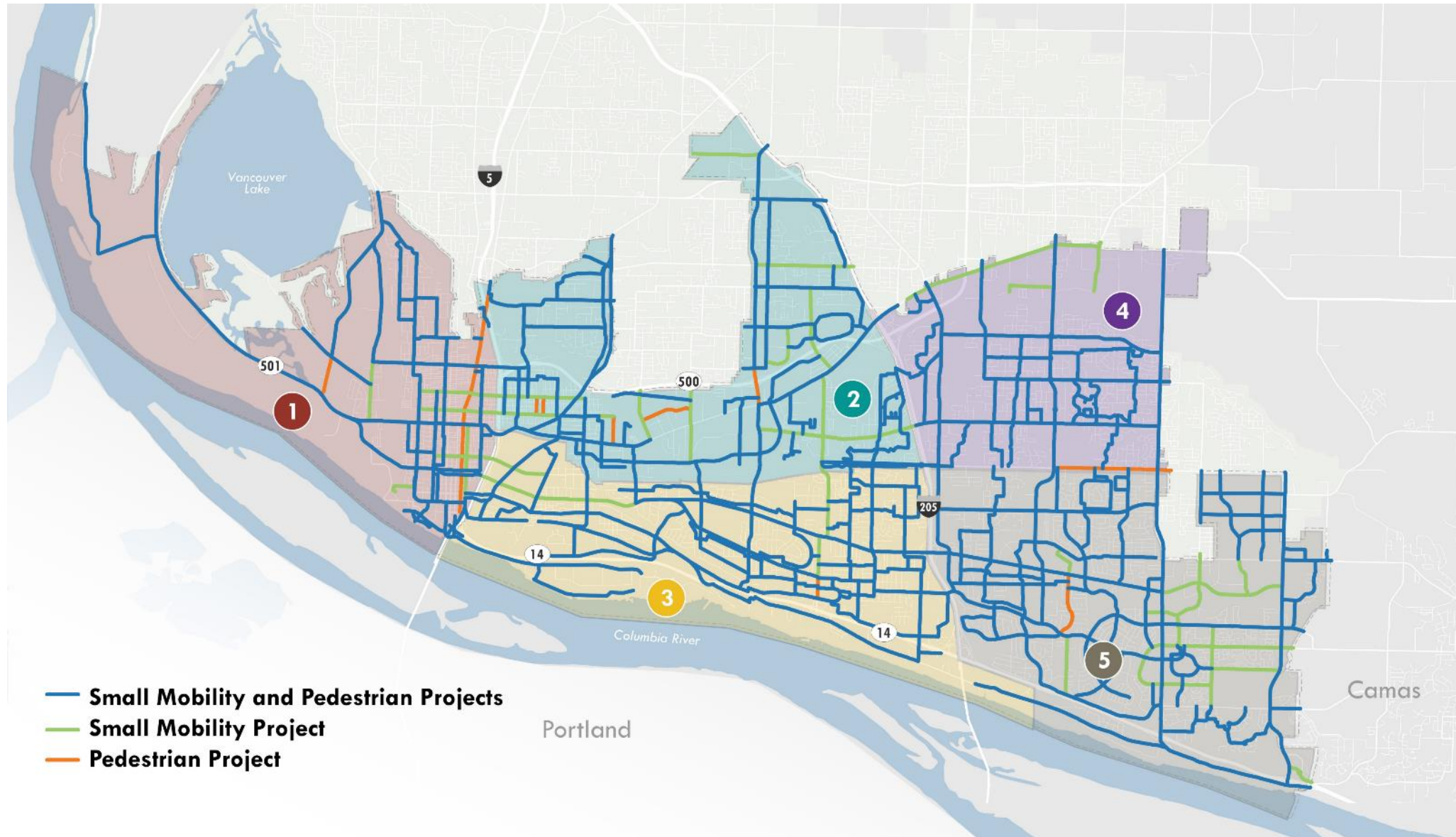
Level 1: 8	Level 2: 89	Level 3: 227
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Small Mobility Facilities (one-way distance)

Existing: 197 miles	Proposed: 247 miles (226% increase)
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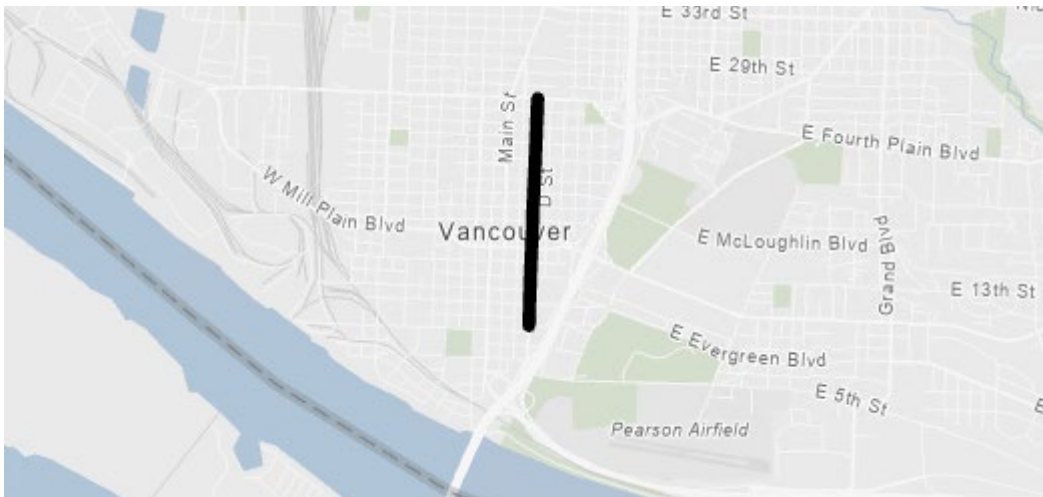
Capital Projects by Area of the City



Capital Projects Example

Bike/Small Mobility: upgrading a bike facility to a Protected Bike Lane; 1 new crossing

ID	29
Location	C St
Extent	Fourth Plain Blvd to E 8 th St

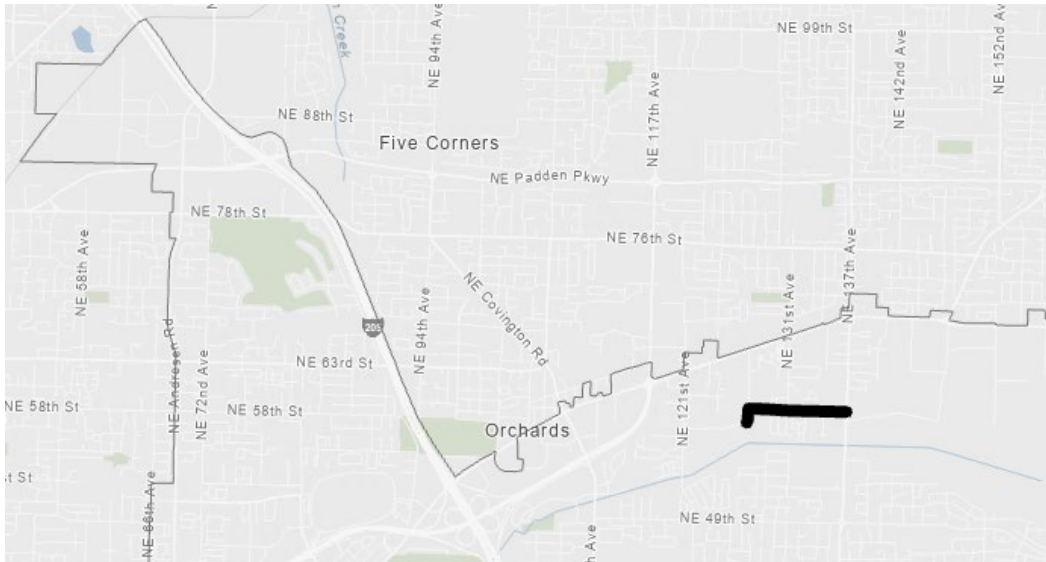


C St at E 13th St

Capital Projects Example

Bike/Small Mobility: new BSM link – bike lane; ½ mile of sidewalk infill

ID	173
Location	NE 59 th St
Extent	NE 127 th Ave to NE 137 th Ave



Transportation System Plan Update — 27

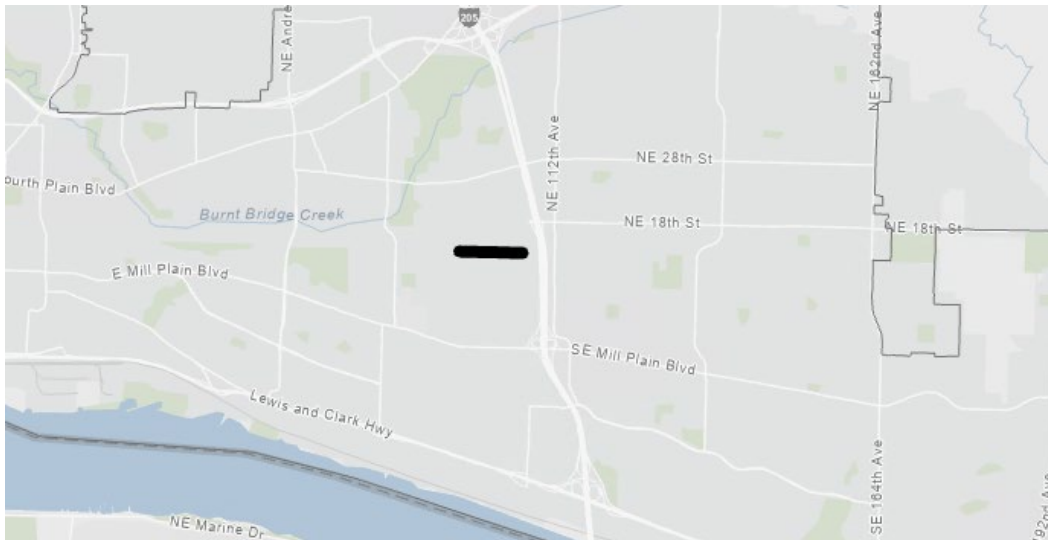


NE 59th St at NE 135th Ave

Capital Projects Example

Bike/Small Mobility & Ped network: upgrading shared roadway to buffered bike lane; ¼ mile of sidewalk infill

ID	142
Location	NE 14 th St
Extent	NE 97 th Ave to NE 107 th Ave

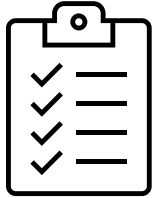


Marrion Elem. School on NE 14th St

Updated Prioritization Framework



➔ ① Where should we invest? What should be our top priority?



**TSP Capital
Project List**



Criteria:

Equity
Collision Rate & Type
Access to Essential Places
Future Growth Areas



High Priority
Medium Priority
Low Priority



② When should we invest?



Criteria:	Later	Sooner
Pavement Program Opportunities?	No	Yes
Coordination with Other Agencies?	No	Yes
Quick Wins: Fills a pedestrian/small mobility gap?	No	Yes
Environmental Impacts?	Yes	No
ROW Impacts?	Yes	No



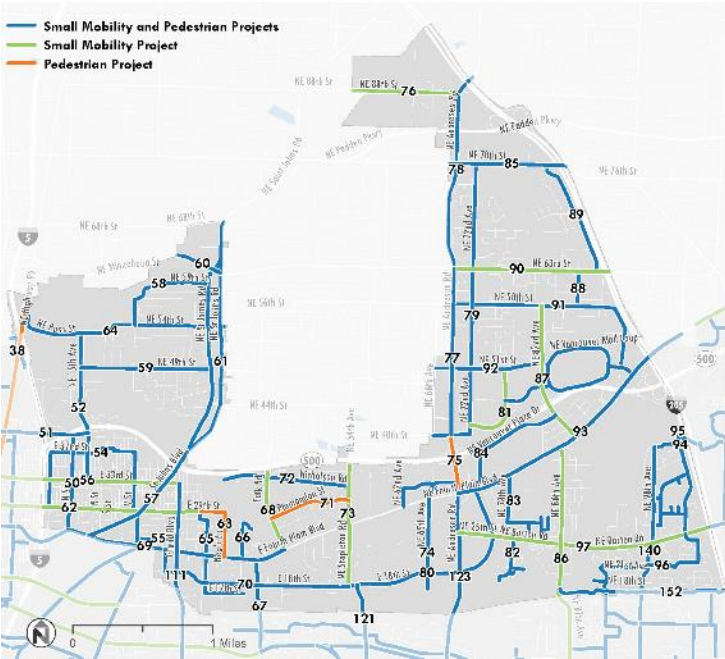
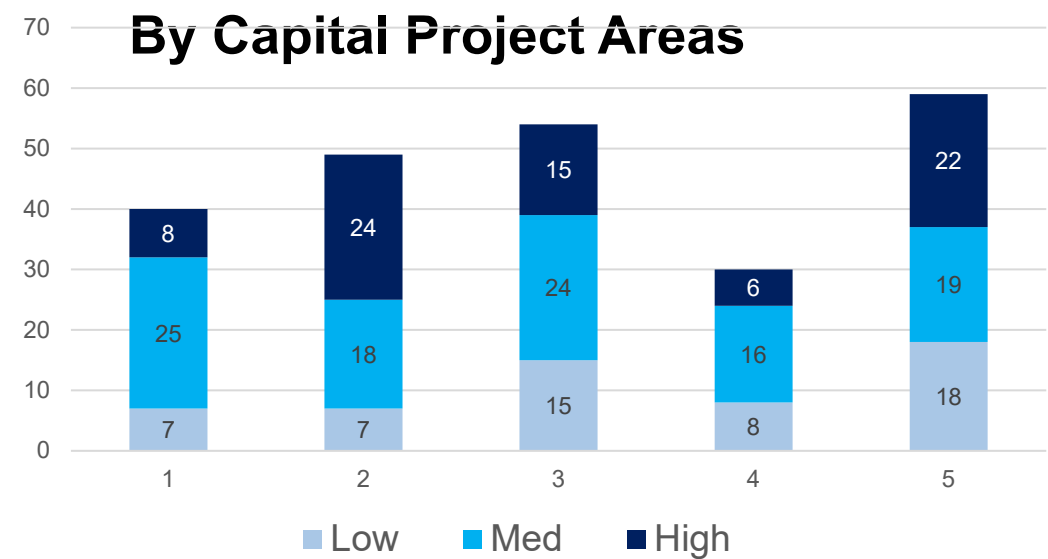
Near-term
Medium-term
Long-term

Prioritization: Where should we invest

Priority	Total Num. of Projects	Total miles of bike facilities	Total miles of sidewalk infill
High	75 (33%)	85	23
Medium	99 (43%)	110	79
Low	55 (24%)	83	54

Key Findings

- Projects are distributed across priority levels
- Highest share of **High priority projects in Zones 2 and 5** where the city’s equity scores are high and population and essential places are concentrated



Prioritization: Where should we invest



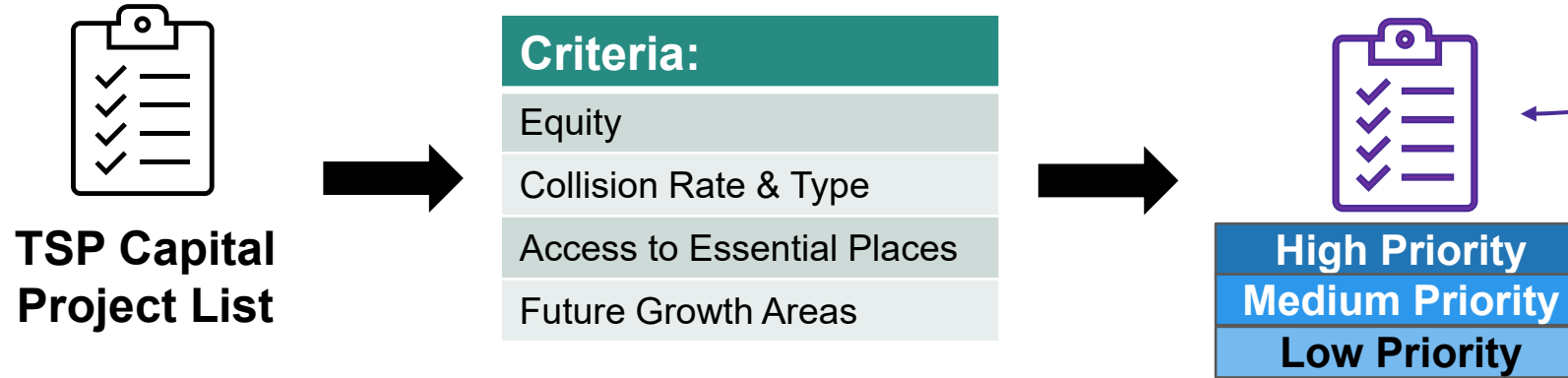
High-Priority Locations

- Andresen Rd
- NE Burton St
- Grand Blvd
- Fourth Plain Blvd
- Fort Vancouver Way
- Main St
- Mill Plain Blvd
- E 33rd St
- NE 12th / 58th / 72nd / 86th Ave
- NE 136th / 138th Ave
- SE 164th Ave
- SE 6th / 7th / 10th / 15th St
- Streets in pedestrian districts

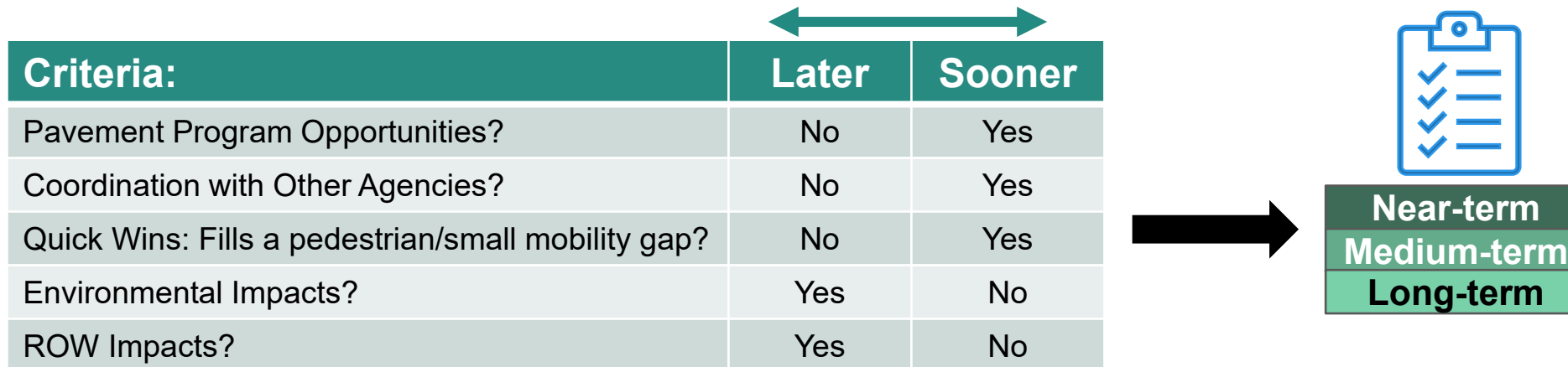
Updated Prioritization Framework



① **Where** should we invest? What should be our top priority?

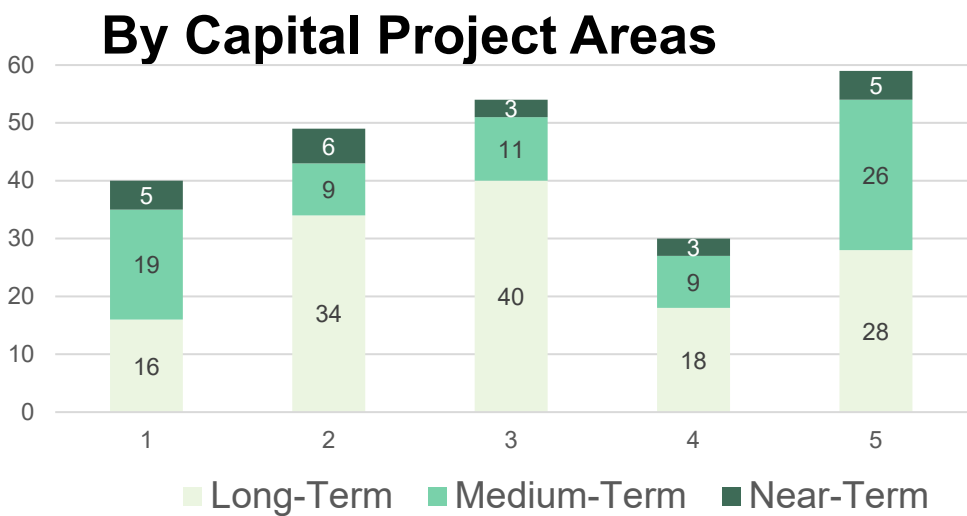


➔ ② **When** should we invest?



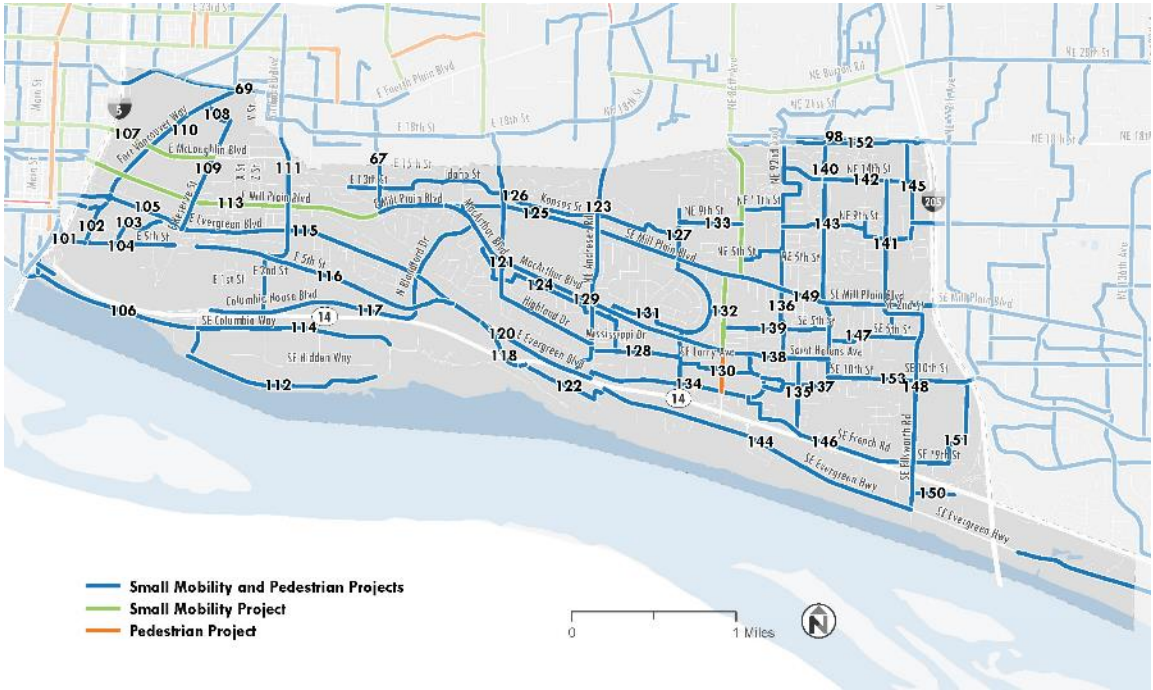
Prioritization: When should we invest?

Timing	Total Num. of Projects	Total miles of bike facilities	Total miles of sidewalk infill
Near-Term	22 (10%)	24	0.8
Medium-Term	71 (31%)	60	31
Long-Term	136 (59%)	164	124

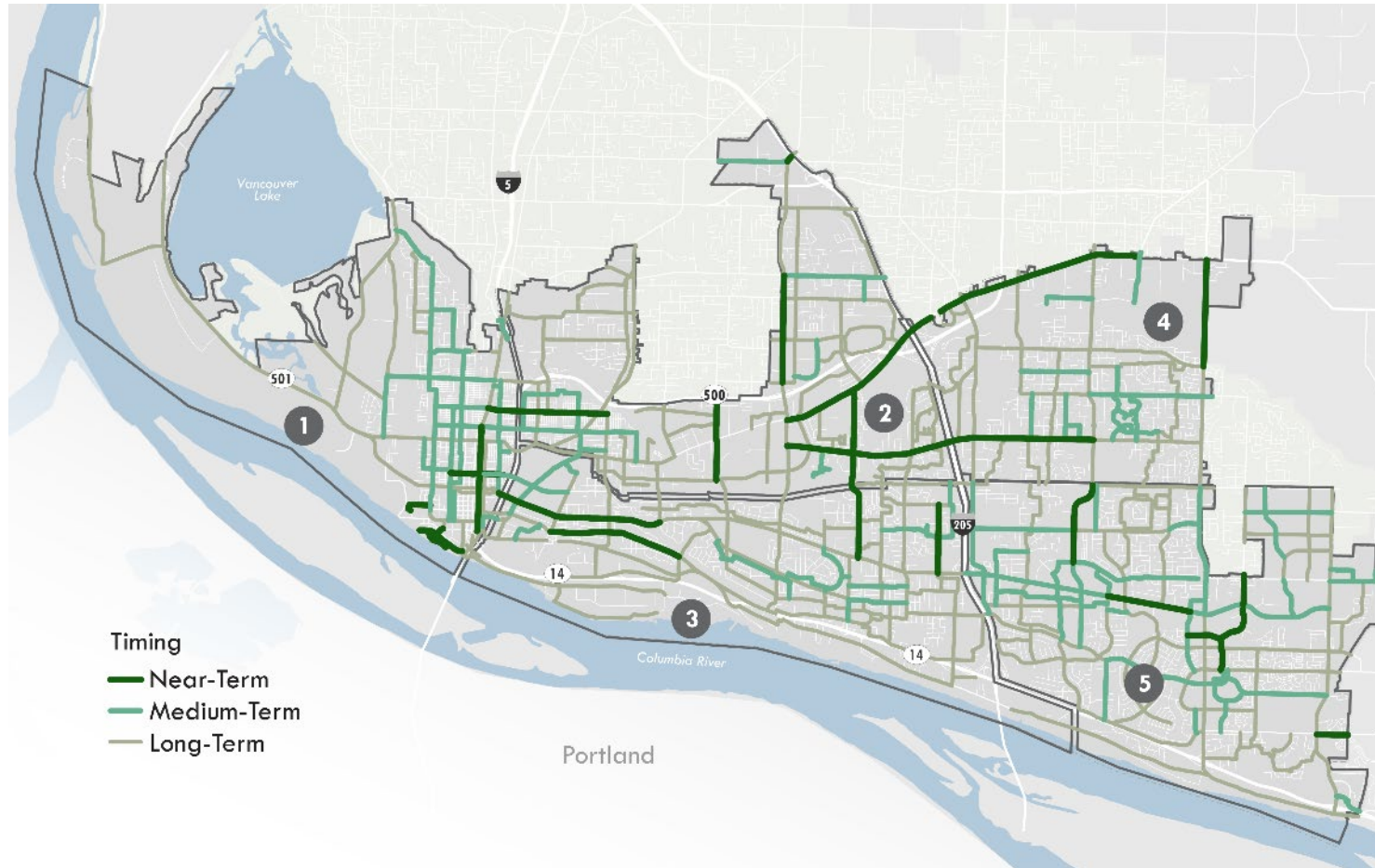


Key Findings

- 59% ranked as Long-Term
 - Many projects require sidewalk infill and overlap with environmentally sensitive areas



Prioritization: When should we invest?



Near-Term Project Locations

- Broadway
- Grand St
- Fourth Plain Blvd
- Mill Plain Blvd
- W 11th St
- E 33rd St
- NE 104th Ave
- NE 136th-138th Ave
- SE 172nd Ave
- SE Tech Center Dr
- W McLoughlin Blvd

Relationship between where and when

Medium Priority but Long-Term Project

ID	153
Type	Upgrading shared roadway / bike lane to buffered bike lane
Location	SE 10 th St
Extent	SE 98 th Ave to SE Chkalov Dr



Reasons for ranking as Long-Term

- Pavement project done in 2017
- Wetland (Critical Area)
- Expensive to fill all the sidewalk gaps along the project
- No upcoming agency project

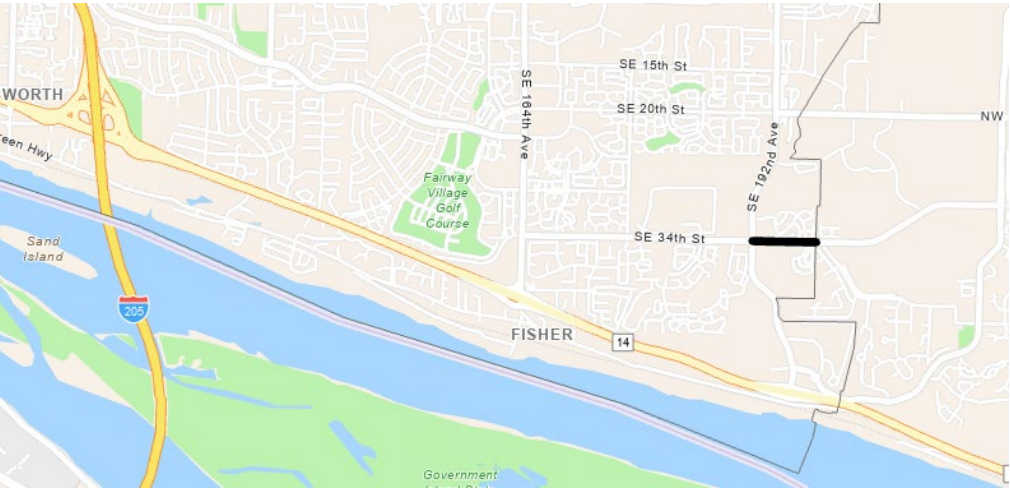


SE 10th at 110th Ave

Relationship between where and when

Medium Priority but Near-Term Project

ID	252
Type	Adding protected bike lane (no existing facility)
Location	SE 34th St
Extent	SE 192nd Ave to City Limit



Reasons for ranking as Near-Term

- Upcoming pavement project (2024)
- Opportunity to address difficult bike connection
- No ROW impact



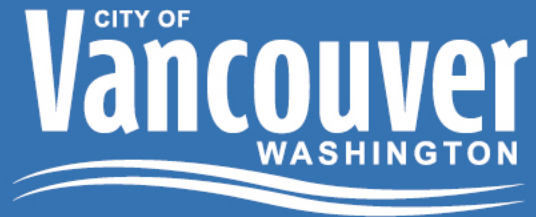
SE 34th at 189th Ave

Questions or comments?

Next Steps

- Capital Projects: project costing
- Funding memo
- Implementation items
- Next TMC Presentation Sept 5: Draft TSP

Thank You

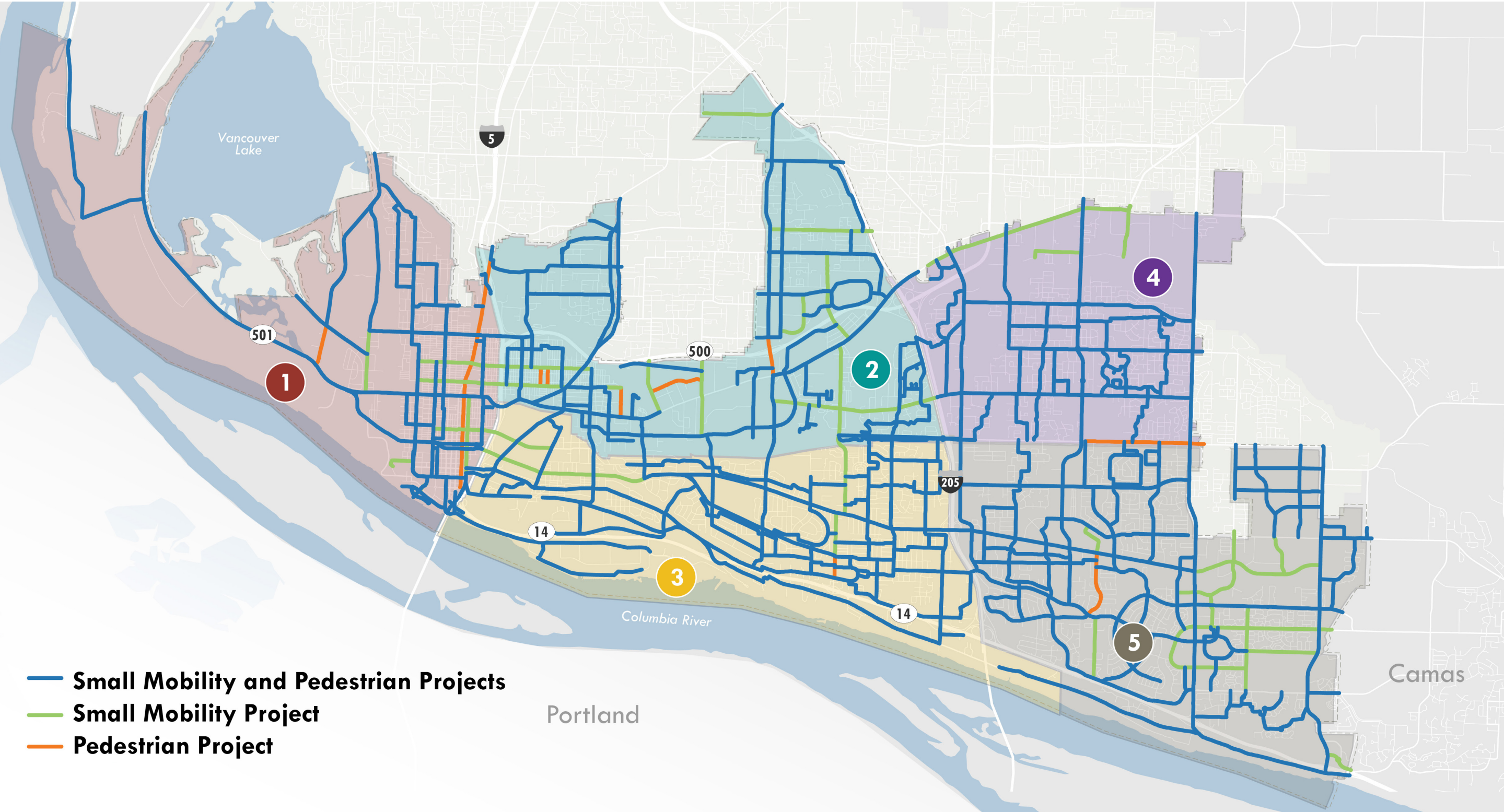


CAPITAL PROJECTS AREAS

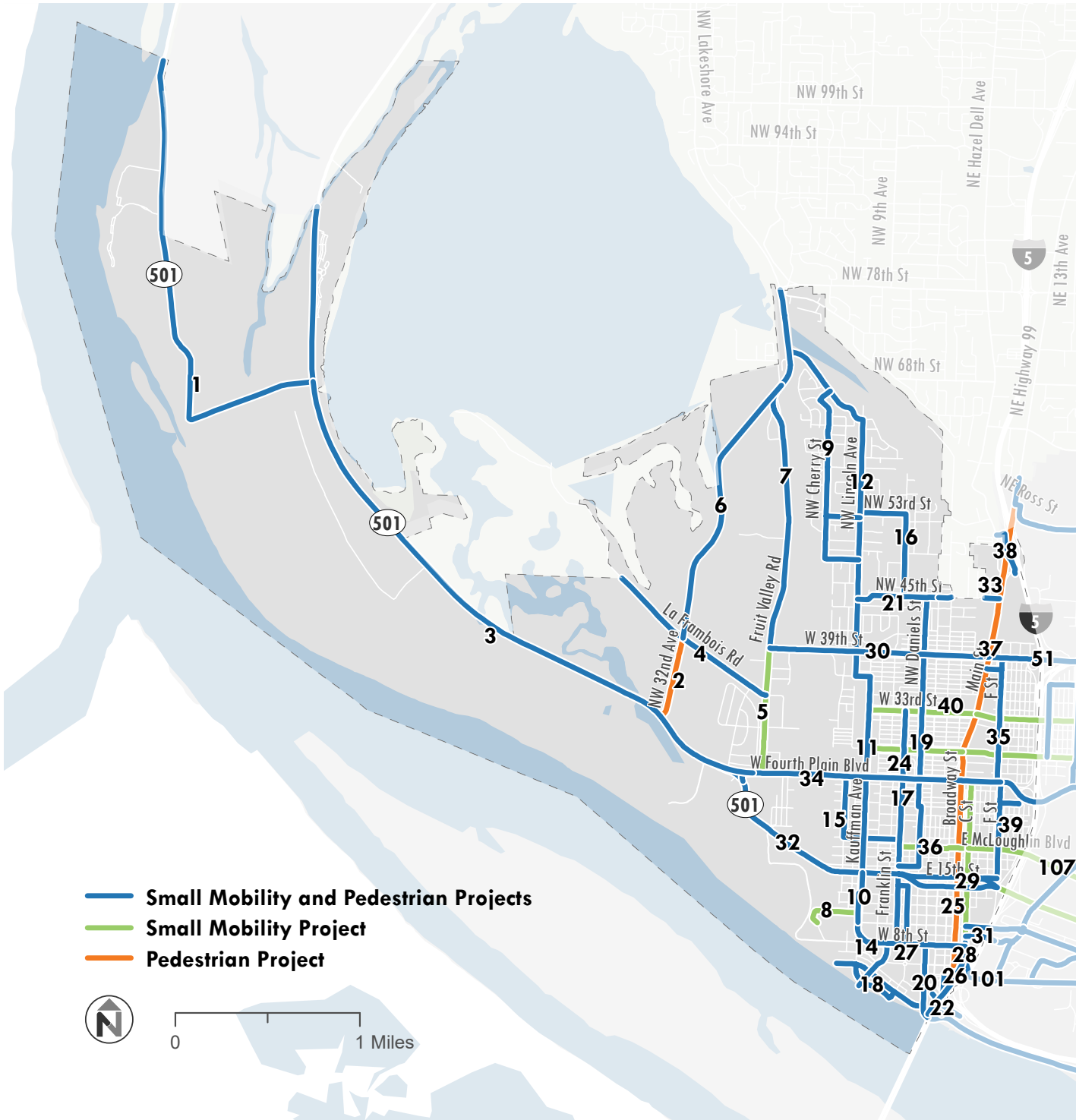
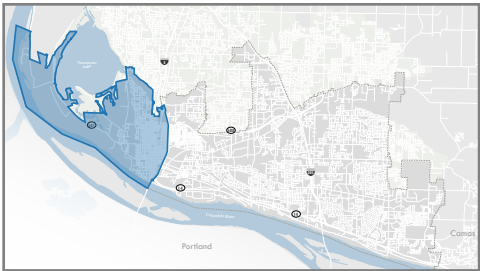
Facility Type

- PBL Protected Bike Lane
- MUP Multi-Use Path
- BBL Buffered Bike Lane
- BL Bike Lane
- NG Neighborhood Greenway
- Ped Pedestrian Improvement

Priority	Timing	Cost
★ Low	➤➤➤ Near-Term	\$ Low
★★ Medium	➤➤➤ Medium-Term	\$\$ Medium
★★★ High	➤➤➤ Long-Term	\$\$\$ High



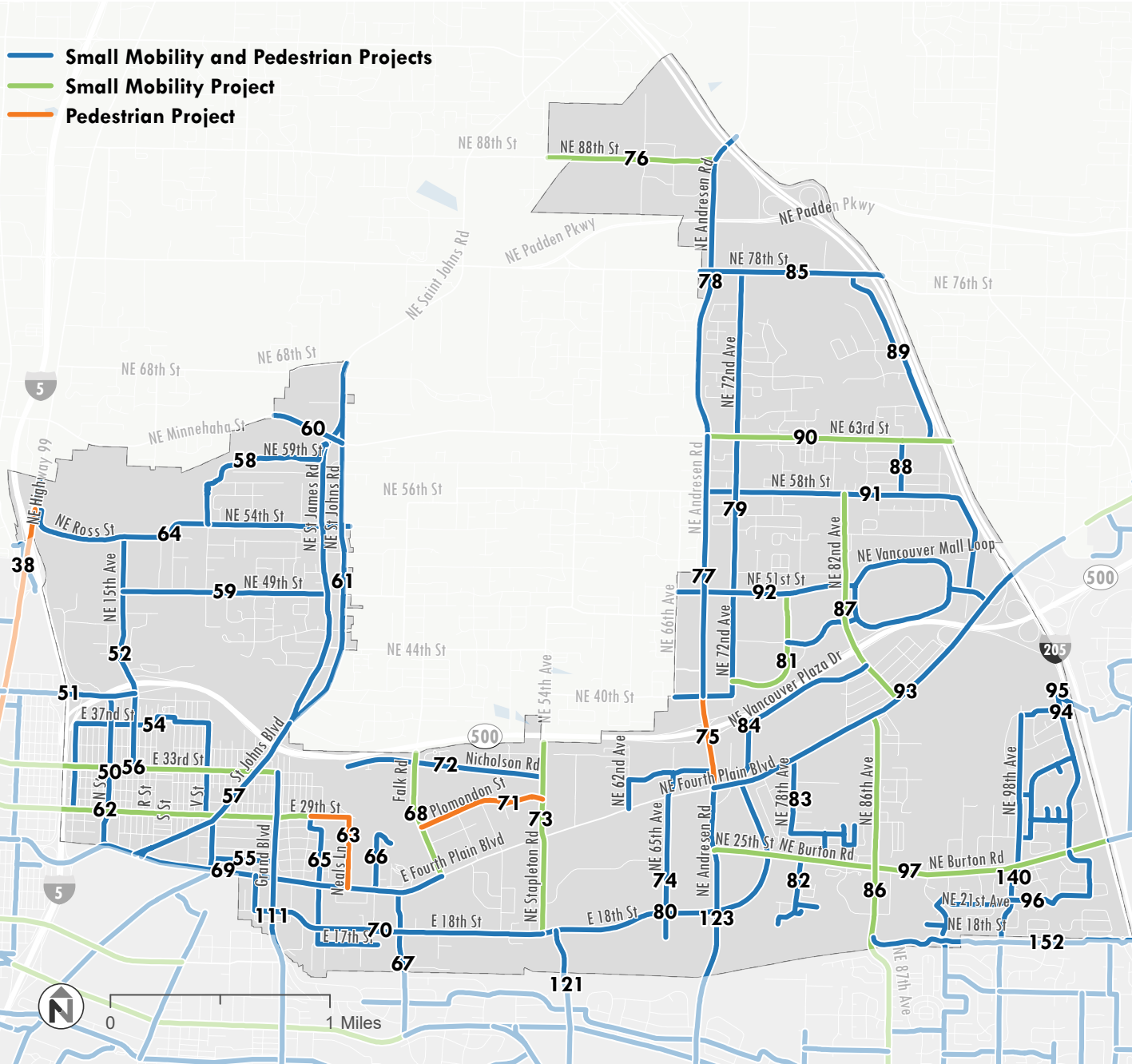
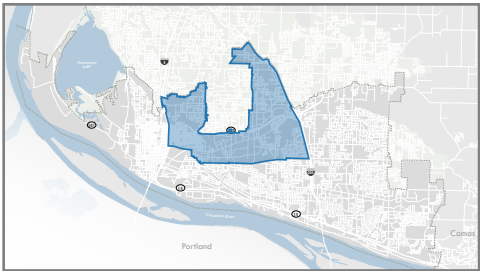
ZONE 1



PROJECT LIST

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	1	PBL	NW Lower River Rd, Erwin O Rieger Memorial Hwy	✓	✓	★★	➡➡➡	\$
●	2	BL	NW 32nd Ave	✓		★	➡➡➡	\$
●	3	PBL	W Lower River Rd, Fourth Plain Blvd	✓	✓	★★	➡➡➡	\$
●	4	BL	Laframbois Rd	✓		★★	➡➡➡	
●	5	BBL	Fruit Valley Rd	✓	✓	★★	➡➡➡	
●	6	MUP	Off-street path	✓		★★	➡➡➡	
●	7	PBL	NW Fruit Valley Rd	✓	✓	★★	➡➡➡	
●	8	BL	W 11th St		✓	★★	➡➡➡	
●	9	NG	NW Cherry St	✓		★	➡➡➡	
●	10	BL	Kauffman Ave , Jefferson St		✓	★	➡➡➡	
●	11	BL	Kauffman Ave	✓	✓	★★	➡➡➡	
●	12	BL	NW Lincoln Ave	✓	✓	★	➡➡➡	
●	13	BL	Grant St			★★★	➡➡➡	
●	14	MUP	Off-street path			★★	➡➡➡	
●	15	NG	Lincoln Ave, W 19th St	✓		★	➡➡➡	
●	16	NG	NW Franklin St, NW 53rd St	✓		★	➡➡➡	
●	17	NG	Franklin St		✓	★★	➡➡➡	
●	18	NG	W Columbia Way, Waterfront Way		✓	★★	➡➡➡	
●	19	NG	Daniels St	✓		★★	➡➡➡	
●	20	MUP	Columbia St	✓	✓	★★★	➡➡➡	
●	21	BBL	NW 45th St	✓		★	➡➡➡	
●	22	MUP	Off-street path			★★	➡➡➡	
●	24	NG	29th St			★★	➡➡➡	
●	25	Ped	Broadway St		✓	★★★	➡➡➡	
●	26	MUP	Off-street path			★★	➡➡➡	
●	27	BL	W 8th St		✓	★★★	➡➡➡	
●	28	MUP	C St		✓	★★	➡➡➡	
●	29	BBL	C St		✓	★★	➡➡➡	
●	30	BBL	W 39th St	✓	✓	★★	➡➡➡	
●	31	MUP	Off-street path	✓		★★	➡➡➡	
●	32	PBL	W Mill Plain Blvd, E 15th St	✓		★★★	➡➡➡	
●	33	MUP	45th St	✓		★★	➡➡➡	
●	34	PBL	Fourth Plain Blvd	✓	✓	★★★	➡➡➡	
●	35	NG	F St	✓		★★	➡➡➡	
●	36	BBL	W McLoughlin Blvd			★★	➡➡➡	
●	37	Ped	Main St	✓	✓	★★★	➡➡➡	
●	38	MUP	Off-street path			★	➡➡➡	
●	39	NG	F St	✓		★★	➡➡➡	
●	40	BL/PBL	W 33rd St	✓	✓	★★	➡➡➡	

ZONE 2



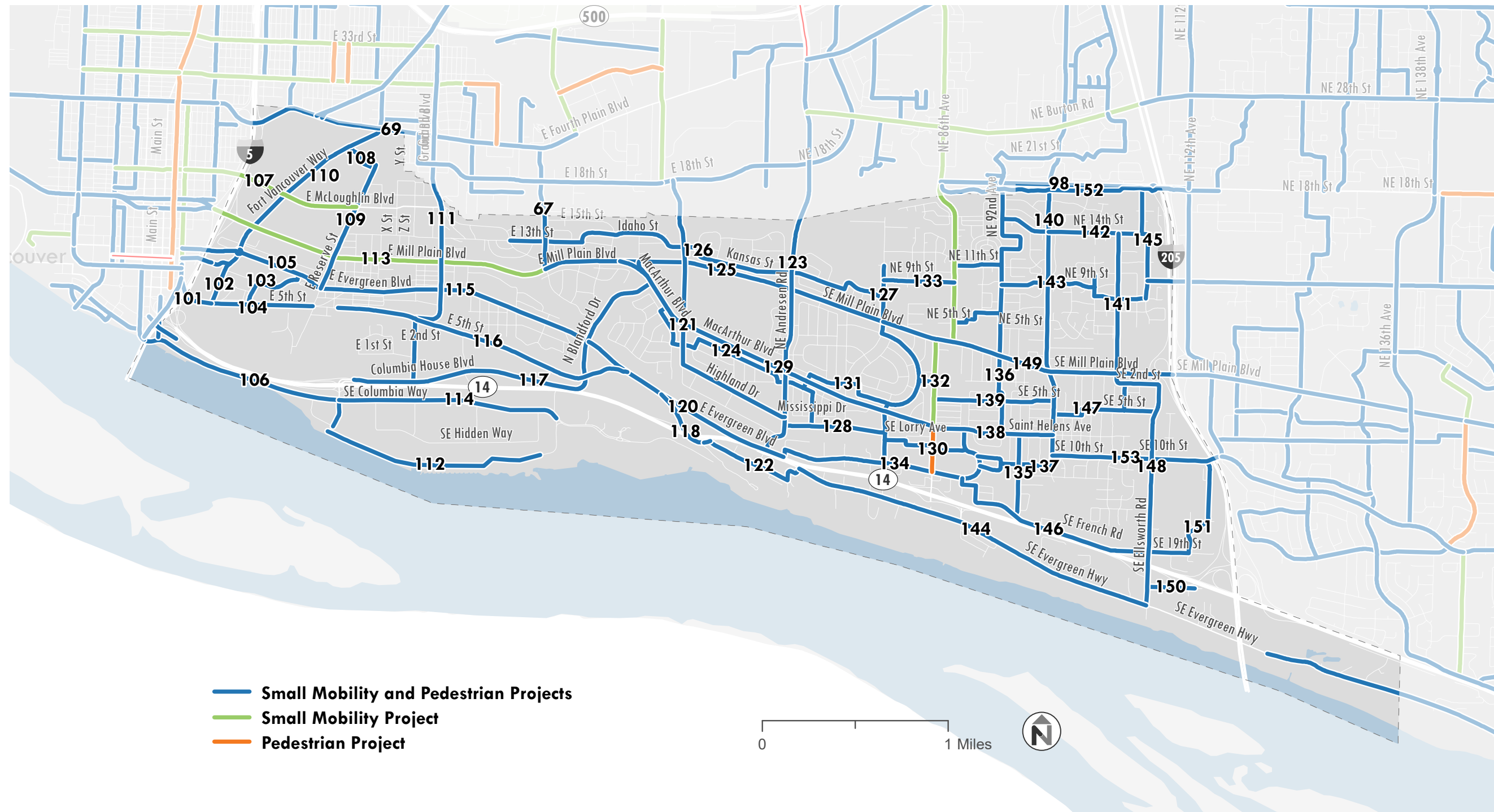
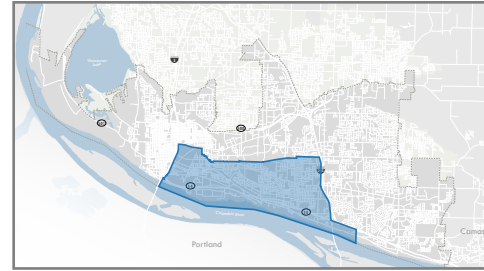
PROJECT LIST

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	50	NG	N St	✓		★★	➤➤➤	\$
●	51	PBL	E 39th St	✓		★★	➤➤➤	\$
●	52	BBL	NE 15th Ave, P St	✓	✓	★	➤➤➤	\$
●	54	NG	K St, E 37th St, V St	✓		★★	➤➤➤	
●	55	NG	E 25th St	✓		★★★	➤➤➤	
●	56	PBL	E 33rd St	✓	✓	★★★	➤➤➤	
●	57	PBL	St Johns Blvd	✓	✓	★★★	➤➤➤	
●	58	MUP	Off-street path	✓		★	➤➤➤	
●	59	PBL	NE 49th St	✓		★	➤➤➤	
●	60	PBL	NE Minnehaha St	✓		★★	➤➤➤	
●	61	PBL	NE Saint Johns Rd, NE Saint James Rd	✓	✓	★★	➤➤➤	
●	62	BBL	E 29th St	✓		★★	➤➤➤	
●	63	Ped	Neals Ln	✓		★★★	➤➤➤	
●	64	PBL	NE Ross St, NE 54th St	✓	✓	★★	➤➤➤	
●	65	NG	E 29th St, Norris Rd, E 17th St	✓		★★★	➤➤➤	
●	66	NG	Rossiter Ln	✓		★★★	➤➤➤	
●	67	BBL	Brandt Rd	✓		★★	➤➤➤	
●	68	BBL	Falk Rd		✓	★★★	➤➤➤	
●	69	PBL	E Fourth Plain Blvd	✓	✓	★★★	➤➤➤	
●	70	PBL	Z St, E 18th St, E 20th St	✓	✓	★★★	➤➤➤	
●	71	Ped	Plomondon St	✓		★★★	➤➤➤	
●	72	NG	Nicholson Rd	✓		★★	➤➤➤	
●	73	BBL	NE Stapleton Rd	✓		★★★	➤➤➤	
●	74	NG	NE 32nd-33rd St, NE 62nd-66th Ave	✓		★★★	➤➤➤	
●	75	Ped	Andresen Rd	✓	✓	★★★	➤➤➤	
●	76	PBL	NE 88th St			★	➤➤➤	
●	77	PBL	NE Andresen Rd		✓	★★★	➤➤➤	
●	78	PBL	NE Andresen Rd	✓	✓	★★	➤➤➤	
●	79	PBL	NE 72nd Ave	✓		★★★	➤➤➤	
●	80	PBL	E 18th St	✓		★★★	➤➤➤	
●	81	BBL	NE 41st St, NE 77th Ave			★★★	➤➤➤	
●	82	NG	NE 77th Ave, NE 79th Ave			★★	➤➤➤	
●	83	NG	NE 78th-84th Ave, NE 27th St	✓		★★	➤➤➤	
●	84	PBL	NE Vancouver Plaza Dr, NE Auto Mall Dr	✓	✓	★★★	➤➤➤	
●	85	PBL	NE 78th St	✓		★	➤➤➤	
●	86	PBL	NE 86th-87th Ave	✓	✓	★★★	➤➤➤	

PROJECT LIST

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
	87	PBL	NE Thurston Way, NE 82nd Ave		✓	★★★	▶▶▶	
	88	NG	NE 87th Ave	✓		★★	▶▶▶	
	89	BBL	NE Meadows Dr	✓		★	▶▶▶	
	90	PBL	NE 63rd St			★★	▶▶▶	
	91	PBL	NE 58th St, NE 94th Ave	✓		★★★	▶▶▶	
	92	PBL	NE Vancouver Mall Dr, NE Parkway Dr	✓	✓	★★★	▶▶▶	
	93	PBL	NE Fourth Plain Blvd		✓	★★★	▶▶▶	
	94	NG	NE 101st-103rd Ave, NE 39th St	✓		★	▶▶▶	
	95	MUP	Off-street path	✓		★★	▶▶▶	
	96	NG	NE 21st-25th St	✓		★★	▶▶▶	
	97	PBL	NE Burton St	✓	✓	★★★	▶▶▶	

ZONE 3

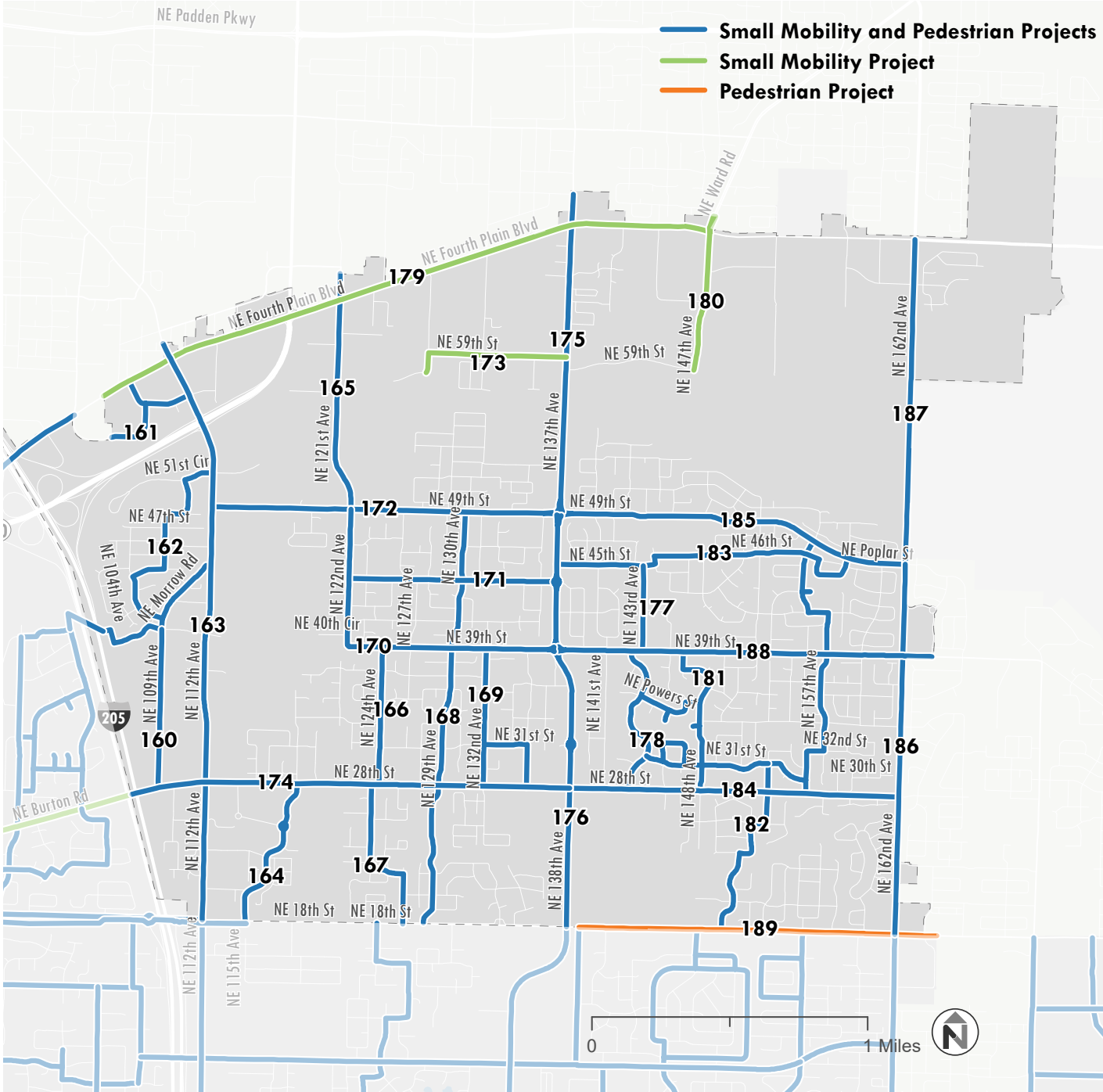
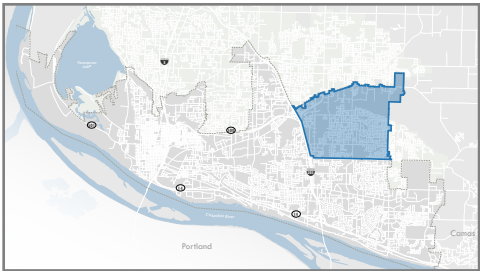


PROJECT LIST

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	100	MUP	Off-street path	✓		★★★	➤➤➤	\$
●	101	MUP	Off-street path	✓		★★	➤➤➤	\$
●	102	NG	Fort Vancouver Way, Anderson St	✓	✓	★★★	➤➤➤	\$
●	103	NG	No Street Name			★★	➤➤➤	
●	104	MUP	E 5th Ave	✓		★★	➤➤➤	
●	105	PBL	Fort Vancouver Way, E Evergreen Blvd	✓	✓	★★★	➤➤➤	
●	106	BBL	SE Columbia Shores Way	✓	✓	★★	➤➤➤	
●	107	BBL	E McLoughlin Blvd	✓		★★★	➤➤➤	
●	108	NG	Off-street path			★★★	➤➤➤	
●	109	PBL	E Reserve St	✓		★★★	➤➤➤	
●	110	PBL	Fort Vancouver Way	✓	✓	★★★	➤➤➤	
●	111	PBL	Grand Blvd	✓	✓	★★★	➤➤➤	
●	112	MUP	Off-street path	✓		★★	➤➤➤	
●	113	PBL	E Mill Plain Blvd	✓	✓	★★★	➤➤➤	
●	114	MUP	SE Columbia Way	✓		★★	➤➤➤	
●	115	BBL	E Evergreen Blvd	✓	✓	★★	➤➤➤	
●	116	NG	E 5th St	✓		★★	➤➤➤	
●	117	PBL	Columbia House Blvd	✓	✓	★★	➤➤➤	
●	118	PBL	SE Shorewood Dr	✓	✓	★	➤➤➤	
●	119	MUP	SE Beack St, SE Shorewood Dr	✓	✓	★	➤➤➤	
●	120	PBL	E Evergreen Blvd	✓	✓	★	➤➤➤	
●	121	NG	N Devine Rd, Highland Dr	✓		★★	➤➤➤	
●	122	PBL	SE Riverside Dr	✓	✓	★	➤➤➤	
●	123	PBL	S Andersen Rd	✓	✓	★★★	➤➤➤	
●	124	NG	Oklahoma Dr, Memphis Way	✓		★★	➤➤➤	
●	125	PBL	Mill Plain Blvd	✓	✓	★★★	➤➤➤	
●	126	NG	Kansas St, Michigan St, E 13th St	✓		★★	➤➤➤	
●	127	BBL	N Garrison Rd	✓		★★★	➤➤➤	
●	128	NG	Corregidor Rd, SE Maple Ave, SE Freidel Ave, SE Sherley Ave	✓		★	➤➤➤	
●	129	PBL	MacArthur Blvd	✓	✓	★★	➤➤➤	
●	130	PBL	S Lieser Rd	✓		★	➤➤➤	
●	131	NG	Delaware Ln	✓		★★	➤➤➤	
●	132	PBL	Lieser Rd	✓		★★	➤➤➤	
●	133	NG	NE 9th St	✓		★★★	➤➤➤	
●	134	NG	SE Middle Way, Columbia Ridge Dr	✓		★	➤➤➤	
●	135	NG	SE 95th Ave	✓		★	➤➤➤	
●	136	NG	NE 92nd Ave	✓		★★	➤➤➤	

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	137	NG	Butte Ave, SE 98th Ave	✓	✓	★	➤➤➤	
●	138	PBL	MacArthur Blvd, Saint Helens Ave	✓	✓	★	➤➤➤	
●	139	NG	Silver Star Ave	✓		★	➤➤➤	\$
●	140	BBL	NE 97th-98th Ave	✓	✓	★★	➤➤➤	\$
●	141	BBL	NE 104th Ave	✓		★★	➤➤➤	\$
●	142	BBL	NE 14th St	✓		★★	➤➤➤	
●	143	NG	NE 9th St, NE 102nd Ave	✓		★★	➤➤➤	
●	144	MUP	SE Evergreen Hwy	✓		★	➤➤➤	
●	145	BBL	NE 14th St, NE 107th-108th Ave	✓		★★	➤➤➤	
●	146	NG	Mt Hood Ave, Mt Whitney Ave	✓		★	➤➤➤	
●	147	NG	SE 5th St, SE 6th St	✓		★★	➤➤➤	
●	148	PBL	SE Ellsworth Rd	✓	✓	★★	➤➤➤	
●	149	PBL	Mill Plain Blvd	✓	✓	★★★	➤➤➤	
●	150	NG	SE 23rd St	✓		★	➤➤➤	
●	151	NG	SE 19th St, Nancy Rd	✓		★★	➤➤➤	
●	152	MUP	Off-street path	✓		★	➤➤➤	
●	153	BBL	SE 10th St	✓	✓	★★★	➤➤➤	

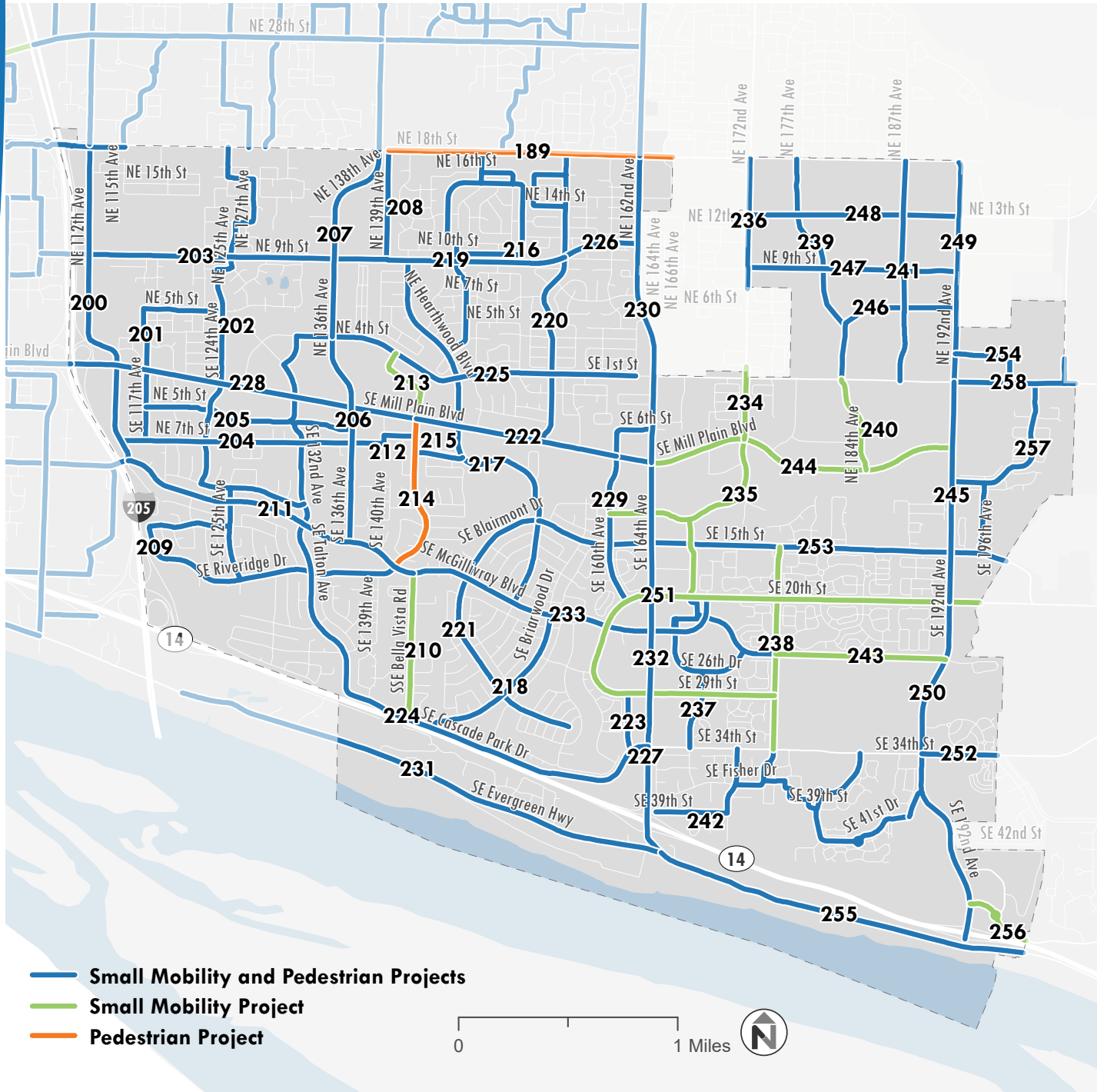
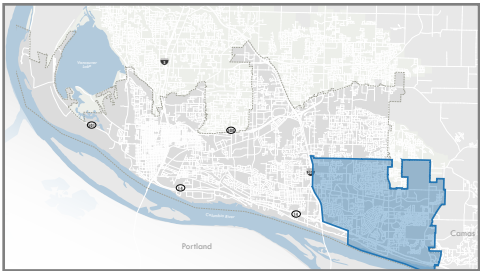
ZONE 4



PROJECT LIST

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	160	PBL	NE 109th Ave	✓		★★★	➡➡➡	\$
●	161	NG	NE Coxley Dr	✓		★★★	➡➡➡	\$
●	162	NG	NE 106th-110th Ave	✓		★★	➡➡➡	\$
●	163	PBL	NE 112th Ave	✓	✓	★★★	➡➡➡	
●	164	NG	NE Four Seasons Ln	✓		★★	➡➡➡	
●	165	PBL	NE 121st-122nd Ave	✓		★★★	➡➡➡	
●	166	NG	NE 124th Ave	✓		★★	➡➡➡	
●	167	NG	NE 124th Ave, NE 126th Ave	✓		★	➡➡➡	
●	168	NG	NE 129th-130th Ave	✓		★★	➡➡➡	
●	169	NG	NE 31st St	✓		★	➡➡➡	
●	170	PBL	NE 39th St/NE 122nd Ave	✓		★★	➡➡➡	
●	171	NG	NE 44th St	✓		★	➡➡➡	
●	172	PBL	NE 49th St	✓	✓	★★	➡➡➡	
●	173	BL	NE 59th St, NE 129th Ave	✓		★★	➡➡➡	
●	174	PBL	NE Burton Rd, NE 28th St		✓	★★★	➡➡➡	
●	175	PBL	NE 136th-138th Ave	✓	✓	★★	➡➡➡	
●	176	PBL	NE 136th-138th Ave	✓	✓	★★	➡➡➡	
●	177	NG	NE 143rd Ave	✓		★	➡➡➡	
●	178	NG	NE 143rd-145th Ave	✓		★★	➡➡➡	
●	179	PBL	NE Fourth Plain Blvd		✓	★★★	➡➡➡	
●	180	PBL	NE 147th Ave			★★	➡➡➡	
●	181	NG	NE 31st-32nd St, NE 146th-148th Ave	✓		★	➡➡➡	
●	182	NG	NE 145th-157th Ave	✓		★	➡➡➡	
●	183	NG	NE 45th-46th St	✓		★	➡➡➡	
●	184	PBL	NE 28th St	✓	✓	★★	➡➡➡	
●	185	BBL	NE Poplar St, NE 47th-49th St	✓	✓	★	➡➡➡	
●	186	PBL	NE 162nd Ave	✓	✓	★★	➡➡➡	
●	187	PBL	NE 162nd Ave		✓	★★	➡➡➡	
●	188	PBL	NE 39th St	✓	✓	★★	➡➡➡	
●	189	MUP	NE 18th St	✓	✓	★★	➡➡➡	

ZONE 5



PROJECT LIST

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	200	PBL	NE 112th Ave	✓	✓	★★★	➡➡➡	\$
●	201	NG	NE 117th Ave, NE 5th St	✓		★★★	➡➡➡	\$
●	202	NG	NE 123rd-127th Ave	✓		★★	➡➡➡	\$
●	203	PBL	NE 9th St	✓	✓	★★	➡➡➡	
●	204	BBL	SE 7th St	✓		★★★	➡➡➡	
●	205	NG	SE 131st-132nd Ave, SE 5th-6th St	✓		★★★	➡➡➡	
●	206	PBL	NE 136th-138th Ave		✓	★★★	➡➡➡	
●	207	PBL	NE 136th-138th Ave		✓	★★★	➡➡➡	
●	208	NG	NE 139th Ave	✓		★	➡➡➡	
●	209	NG	SE 15th St, SE Riveridge Dr	✓		★	➡➡➡	
●	210	BL	SE Bella Vista Rd	✓		★	➡➡➡	
●	211	PBL	SE McGillivray Blvd	✓	✓	★★★	➡➡➡	
●	212	NG	SE 6th-7th St	✓		★★★	➡➡➡	
●	213	BBL	SE Olympia Dr			★★★	➡➡➡	
●	214	BL	SE Olympia Dr	✓		★★★	➡➡➡	
●	215	NG	SE 7th St	✓		★★★	➡➡➡	
●	216	NG	NE 145th-152nd Ave	✓		★★	➡➡➡	
●	217	BBL	SE Hearthwood St, SE Park Crest Ave	✓	✓	★★★	➡➡➡	
●	218	BBL	SE Briarwood Dr	✓		★	➡➡➡	
●	219	BBL	NE 9th St	✓	✓	★★	➡➡➡	
●	220	NG	NE 14th-17th St, NE 153rd-155th Ave	✓		★	➡➡➡	
●	221	NG	SE Blairmont Dr	✓		★	➡➡➡	
●	222	PBL	SE Mill Plain Blvd		✓	★★★	➡➡➡	
●	223	BBL	SE 162nd Ave	✓		★★	➡➡➡	
●	224	PBL	SE Talton Ave, SE Cascade Park Dr	✓	✓	★	➡➡➡	
●	225	BBL	SE 1st St, SE 4th St	✓		★★★	➡➡➡	
●	226	NG	NE 11th St	✓	✓	★	➡➡➡	
●	227	PBL	SE Cascade Park Dr		✓	★★	➡➡➡	
●	228	PBL	SE Mill Plain Blvd		✓	★★★	➡➡➡	
●	229	BBL	SE 160th Ave	✓		★★★	➡➡➡	
●	230	PBL	NE 162nd-164th Ave	✓	✓	★★	➡➡➡	
●	231	MUP	SE Evergreen Hwy	✓		★	➡➡➡	
●	232	PBL	SE 164th Ave	✓	✓	★★★	➡➡➡	
●	233	PBL	SE McGillivray Blvd	✓	✓	★★★	➡➡➡	
●	234	PBL	SE 172nd Ave		✓	★★★	➡➡➡	
●	235	BBL	SE Tech Center Dr	✓		★★★	➡➡➡	

Project Type	ID	Facility Type	Project Name	Sidewalk infill	Added crossing	Priority	Timing	Cost
●	236	MUP	NE 172nd Ave	✓	✓	★★	➤➤➤	
●	237	NG	SE 22nd-26th St, SE 166th-169th Ave	✓		★★	➤➤➤	
●	238	PBL	SE 176th Ave			★	➤➤➤	
●	239	MUP	Unnamed Street (Planned)			★	➤➤➤	
●	240	BBL	SE 184th Ave			★★	➤➤➤	
●	241	MUP	SE 187th Ave (Planned)	✓		★★	➤➤➤	
●	242	NG	SE 39th-42nd St, SE 171st-179th Ave	✓		★	➤➤➤	
●	243	BBL	SE 25th St			★	➤➤➤	
●	244	PBL	SE Mill Plain Blvd		✓	★★★	➤➤➤	
●	245	PBL	SE 192nd Ave		✓	★★	➤➤➤	
●	246	MUP	Unnamed Street (Planned)	✓		★★	➤➤➤	
●	247	MUP	NE 9th St (Planned)	✓		★	➤➤➤	
●	248	MUP	Unnamed Street (Planned)			★	➤➤➤	
●	249	MUP	NE 192nd Ave	✓	✓	★★	➤➤➤	
●	250	PBL	SE 192nd Ave	✓	✓	★★	➤➤➤	
●	251	PBL	SE 20th St, SE 29th St, Village Loop		✓	★	➤➤➤	
●	252	PBL	SE 34th St			★★	➤➤➤	
●	253	PBL	SE 15th St	✓	✓	★★★	➤➤➤	
●	254	NG	NE 3rd St, NE 197th Ave			★★	➤➤➤	
●	255	MUP	SE Evergreen Hwy	✓		★	➤➤➤	
●	256	PBL	SE Brady Rd, SE Columbia Palisades Dr	✓		★	➤➤➤	
●	257	NG	SE Westridge Blvd	✓		★	➤➤➤	
●	258	PBL	SE 1st St			★★	➤➤➤	

ID	Corridor Name	City Area ID	Project Type	Facility Type	Added crossing	Sidewalk infill	Priority	Timing	Cost
1	NW Lower River Rd, Erwin O Rieger Memorial Hwy	1	Both	PBL	Yes	Yes	Med	Long-Term	
2	NW 32nd Ave	1	Ped Only	BL	No	Yes	Low	Long-Term	
3	W Lower River Rd, Fourth Plain Blvd	1	Both	PBL	Yes	Yes	Med	Long-Term	
4	Laframbois Rd	1	Both	BL	No	Yes	Med	Long-Term	
5	Fruit Valley Rd	1	BSM Only	BBL	Yes	Yes	Med	Medium-Term	
6	Off-street path	1	Both	MUP	No	Yes	Med	Long-Term	
7	NW Fruit Valley Rd	1	Both	PBL	Yes	Yes	Med	Long-Term	
8	W 11th St	1	BSM Only	BL	Yes	No	Med	Near-Term	
9	NW Cherry St	1	Both	NG	No	Yes	Low	Long-Term	
10	Kauffman Ave , Jefferson St	1	Both	BL	Yes	No	High	Medium-Term	
11	Kauffman Ave	1	Both	BL	Yes	Yes	Med	Medium-Term	
12	NW Lincoln Ave	1	Both	BL	Yes	Yes	Low	Medium-Term	
13	Grant St	1	BSM Only	BL	No	No	High	Near-Term	
14	Off-street path	1	Both	MUP	No	No	Med	Long-Term	
15	Lincoln Ave, W 19th St	1	Both	NG	No	Yes	Low	Medium-Term	
16	NW Franklin St, NW 53rd St	1	Both	NG	No	Yes	Low	Medium-Term	
17	Franklin St	1	Both	NG	Yes	No	Med	Medium-Term	
18	W Columbia Way, Waterfront Way	1	Both	NG	Yes	No	Med	Near-Term	
19	Daniels St	1	Both	NG	No	Yes	Med	Medium-Term	
20	Columbia St	1	Both	MUP	Yes	Yes	High	Long-Term	
21	NW 45th St	1	Both	BBL	No	Yes	Low	Medium-Term	
22	Off-street path	1	Both	MUP	No	No	Med	Long-Term	
24	29th St	1	BSM Only	NG	No	No	Med	Long-Term	
25	Broadway St	1	Ped Only	Ped improvements	Yes	No	High	Near-Term	
26	Off-street path	1	Both	MUP	No	No	Med	Long-Term	
27	W 8th St	1	Both	BL	Yes	No	High	Long-Term	
28	C St	1	Both	MUP	Yes	No	Med	Medium-Term	
29	C St	1	BSM Only	BBL	Yes	No	Med	Long-Term	
30	W 39th St	1	Both	BBL	Yes	Yes	Med	Medium-Term	
31	Off-street path	1	Both	MUP	No	Yes	Med	Medium-Term	
32	W Mill Plain Blvd, E 15th St	1	Both	PBL	No	Yes	High	Long-Term	
33	45th St	1	Both	MUP	No	Yes	Med	Long-Term	
34	Fourth Plain Blvd	1	Both	PBL	Yes	Yes	High	Long-Term	
35	F St	1	Both	NG	No	Yes	Med	Medium-Term	
36	W McLoughlin Blvd	1	BSM Only	BBL	No	No	Med	Near-Term	
37	Main St	1	Ped Only	Ped improvements	Yes	Yes	High	Long-Term	
38	Off-street path	1	Both	MUP	No	No	Low	Medium-Term	
39	F St	1	Both	NG	No	Yes	Med	Medium-Term	
40	W 33rd St	1	BSM Only	BL/PBL	Yes	Yes	Med	Medium-Term	
50	N St	2	Both	NG	No	Yes	Med	Long-Term	
51	E 39th St	2	Both	PBL	No	Yes	Med	Long-Term	
52	NE 15th Ave, P St	2	Both	BBL	Yes	Yes	Low	Long-Term	
54	K St, E 37th St, V St	2	Both	NG	No	Yes	Med	Medium-Term	
55	E 25th St	2	Both	NG	No	Yes	High	Medium-Term	
56	E 33rd St	2	BSM Only	PBL	Yes	Yes	High	Near-Term	
57	St Johns Blvd	2	Both	PBL	Yes	Yes	High	Long-Term	
58	Off-street path	2	Both	MUP	No	Yes	Low	Long-Term	
59	NE 49th St	2	Both	PBL	No	Yes	Low	Long-Term	
60	NE Minnehaha St	2	Both	PBL	No	Yes	Med	Long-Term	
61	NE Saint Johns Rd, NE Saint James Rd	2	Both	PBL	Yes	Yes	Med	Long-Term	
62	E 29th St	2	BSM Only	BBL	No	Yes	Med	Medium-Term	
63	Neals Ln	2	Ped Only	Ped improvements	No	Yes	High	Medium-Term	
64	NE Ross St, NE 54th St	2	Both	PBL	Yes	Yes	Med	Long-Term	
65	E 29th St, Norris Rd, E 17th St	2	Both	NG	No	Yes	High	Long-Term	
66	Rossiter Ln	2	Both	NG	No	Yes	High	Long-Term	
67	Brandt Rd	2	Both	BBL	No	Yes	Med	Long-Term	
68	Falk Rd	2	BSM Only	BBL	Yes	No	High	Long-Term	
69	E Fourth Plain Blvd	2	Both	PBL	Yes	Yes	High	Long-Term	
70	Z St, E 18th St, E 20th St	2	Both	PBL	Yes	Yes	High	Long-Term	

71	Plomondon St	2	Ped Only	Ped improvements	No	Yes	High	Long-Term	
72	Nicholson Rd	2	Both	NG	No	Yes	Med	Long-Term	
73	NE Stapleton Rd	2	BSM Only	BBL	No	Yes	High	Near-Term	
74	NE 32nd-33rd St, NE 62nd-66th Ave	2	Both	NG	No	Yes	High	Long-Term	
75	Andresen Rd	2	Both	PBL	Yes	Yes	High	Long-Term	
76	NE 88th St	2	BSM Only	PBL	No	No	Low	Medium-Term	
77	NE Andresen Rd	2	Both	PBL	Yes	No	High	Near-Term	
78	NE Andresen Rd	2	Both	PBL	Yes	Yes	Med	Long-Term	
79	NE 72nd Ave	2	Both	PBL	No	Yes	High	Long-Term	
80	E 18th St	2	Both	PBL	No	Yes	High	Long-Term	
81	NE 41st St, NE 77th Ave	2	BSM Only	BBL	No	No	High	Medium-Term	
82	NE 77th Ave, NE 79th Ave	2	Both	NG	No	No	Med	Medium-Term	
83	NE 78th-84th Ave, NE 27th St	2	Both	NG	No	Yes	Med	Long-Term	
84	NE Vancouver Plaza Dr, NE Auto Mall Dr	2	Both	PBL	Yes	Yes	High	Long-Term	
85	NE 78th St	2	Both	PBL	No	Yes	Low	Long-Term	
86	NE 86th-87th Ave	2	BSM Only	PBL	Yes	Yes	High	Near-Term	
87	NE Thurston Way, NE 82nd Ave	2	BSM Only	PBL	Yes	No	High	Long-Term	
88	NE 87th Ave	2	Both	NG	No	Yes	Med	Medium-Term	
89	NE Meadows Dr	2	Both	BBL	No	Yes	Low	Long-Term	
90	NE 63rd St	2	BSM Only	PBL	No	No	Med	Medium-Term	
91	NE 58th St, NE 94th Ave	2	Both	PBL	No	Yes	High	Long-Term	
92	NE Vancouver Mall Dr, NE Parkway Dr	2	Both	PBL	Yes	Yes	High	Long-Term	
93	NE Fourth Plain Blvd	2	Both	PBL	Yes	No	High	Near-Term	
94	NE 101st-103rd Ave, NE 39th St	2	Both	NG	No	Yes	Low	Long-Term	
95	Off-street path	2	Both	MUP	No	Yes	Med	Long-Term	
96	NE 21st-25th St	2	Both	NG	No	Yes	Med	Long-Term	
97	NE Burton St	2	BSM Only	PBL	Yes	Yes	High	Near-Term	
100	Off-street path	3	Both	MUP	No	Yes	High	Long-Term	
101	Off-street path	3	Both	MUP	No	Yes	Med	Long-Term	
102	Fort Vancouver Way, Anderson St	3	Both	NG	Yes	Yes	High	Long-Term	
103	No Street Name	3	Both	NG	No	No	Med	Medium-Term	
104	E 5th St	3	Both	MUP	No	Yes	Med	Long-Term	
105	Fort Vancouver Way, E Evergreen Blvd	3	Both	PBL	Yes	Yes	High	Long-Term	
106	SE Columbia Shores Way	3	Both	BBL	Yes	Yes	Med	Long-Term	
107	E McLoughlin Blvd	3	BSM Only	BBL	No	Yes	High	Medium-Term	
108	Off-street path	3	Both	NG	No	No	High	Medium-Term	
109	E Reserve St	3	Both	PBL	No	Yes	High	Long-Term	
110	Fort Vancouver Way	3	Both	PBL	Yes	Yes	High	Medium-Term	
111	Grand Blvd	3	Both	PBL	Yes	Yes	High	Long-Term	
112	Marine Park Way	3	Both	MUP	No	Yes	Med	Long-Term	
113	E Mill Plain Blvd	3	BSM Only	PBL	Yes	Yes	High	Near-Term	
114	SE Columbia Way	3	Both	MUP	No	Yes	Med	Long-Term	
115	E Evergreen Blvd	3	Both	BBL	Yes	Yes	Med	Near-Term	
116	E 5th St	3	Both	NG	No	Yes	Med	Long-Term	
117	Columbia House Blvd	3	Both	PBL	Yes	Yes	Med	Long-Term	
118	SE Shorewood Dr	3	Both	PBL	Yes	Yes	Low	Long-Term	
119	SE Beack St, SE Shorewood Dr	3	Both	MUP	Yes	Yes	Low	Long-Term	
120	E Evergreen Blvd	3	Both	PBL	Yes	Yes	Low	Long-Term	
121	N Devine Rd, Highland Dr	3	Both	NG	No	Yes	Med	Long-Term	
122	SE Riverside Dr	3	Both	PBL	Yes	Yes	Low	Long-Term	
123	S Andresen Rd	3	Both	PBL	Yes	Yes	High	Long-Term	
124	Oklahoma Dr, Memphis Way	3	Both	NG	No	Yes	Med	Medium-Term	
125	Mill Plain Blvd	3	Both	PBL	Yes	Yes	High	Long-Term	
126	Kansas St, Michigan St, E 13th St	3	Both	NG	No	Yes	Med	Long-Term	
127	N Garrison Rd	3	Both	BBL	No	Yes	High	Long-Term	
128	Corregidor Rd, SE Maple Ave, SE Freidel Ave, SE Sherley Ave	3	Both	NG	No	Yes	Low	Long-Term	
129	MacArthur Blvd	3	Both	PBL	Yes	Yes	Med	Long-Term	
130	S Lieser Rd	3	Ped Only	PBL	No	Yes	Low	Medium-Term	
131	Delaware Ln	3	Both	NG	No	Yes	Med	Medium-Term	
132	Lieser Rd	3	BSM Only	PBL	No	Yes	Med	Long-Term	
133	NE 9th St	3	Both	NG	No	Yes	High	Long-Term	

134	SE Middle Way, Columbia Ridge Dr	3	Both	NG	No	Yes	Low	Long-Term	
135	SE 95th Ave	3	Both	NG	No	Yes	Low	Long-Term	
136	NE 92nd Ave	3	Both	NG	No	Yes	Med	Long-Term	
137	Butte Ave, SE 98th Ave	3	Both	NG	Yes	Yes	Low	Long-Term	
138	MacArthur Blvd, Saint Helens Ave	3	Both	PBL	Yes	Yes	Low	Medium-Term	
139	Silver Star Ave	3	Both	NG	No	Yes	Low	Medium-Term	
140	Ne 97th-98th Ave	3	Both	BBL	Yes	Yes	Med	Long-Term	
141	NE 104th Ave	3	Both	BBL	No	Yes	Med	Near-Term	
142	NE 14th St	3	Both	BBL	No	Yes	Med	Long-Term	
143	NE 9th St, NE 102nd Ave	3	Both	NG	No	Yes	Med	Medium-Term	
144	SE Evergreen Hwy	3	Both	MUP	No	Yes	Low	Long-Term	
145	NE 14th St, NE 107th-108th Ave	3	Both	BBL	No	Yes	Med	Medium-Term	
146	Mt Hood Ave, Mt Whitney Ave	3	Both	NG	No	Yes	Low	Long-Term	
147	SE 5th St, SE 6th St	3	Both	NG	No	Yes	Med	Long-Term	
148	SE Ellsworth Rd	3	Both	PBL	Yes	Yes	Med	Long-Term	
149	Mill Plain Blvd	3	Both	PBL	Yes	Yes	High	Long-Term	
150	SE 23rd St	3	Both	NG	No	Yes	Low	Long-Term	
151	SE 19th St, Nancy Rd	3	Both	NG	No	Yes	Med	Long-Term	
152	Off-street path	3	Both	MUP	No	Yes	Low	Long-Term	
153	SE 10th St	3	Both	BBL	Yes	Yes	High	Long-Term	
160	NE 109th Ave	4	Both	PBL	No	Yes	High	Long-Term	
161	NE Coxley Dr	4	Both	NG	No	Yes	High	Long-Term	
162	NE 106th-110th Ave	4	Both	NG	No	Yes	Med	Long-Term	
163	NE 112th Ave	4	Both	PBL	Yes	Yes	High	Long-Term	
164	NE Four Seasons Ln	4	Both	NG	No	Yes	Med	Long-Term	
165	NE 121st-122nd Ave	4	Both	PBL	No	Yes	High	Long-Term	
166	NE 124th Ave	4	Both	NG	No	Yes	Med	Medium-Term	
167	NE 124th Ave, NE 126th Ave	4	Both	NG	No	Yes	Low	Long-Term	
168	NE 129th-130th Ave	4	Both	NG	No	Yes	Med	Long-Term	
169	NE 31st St	4	Both	NG	No	Yes	Low	Medium-Term	
170	NE 39th St/NE 122nd Ave	4	Both	PBL	No	Yes	Med	Long-Term	
171	NE 44th St	4	Both	NG	No	Yes	Low	Medium-Term	
172	NE 49th St	4	Both	PBL	Yes	Yes	Med	Long-Term	
173	NE 59th St	4	BSM Only	BL	No	Yes	Med	Medium-Term	
174	NE Burton Rd, NE 28th St	4	Both	PBL	Yes	No	High	Near-Term	
175	NE 136th-138th Ave	4	Both	PBL	Yes	Yes	Med	Long-Term	
176	NE 136th-138th Ave	4	Both	PBL	Yes	Yes	Med	Long-Term	
177	NE 143rd Ave	4	Both	NG	No	Yes	Low	Medium-Term	
178	NE 143rd-145th Ave	4	Both	NG	No	Yes	Med	Medium-Term	
179	NE Fourth Plain Blvd	4	BSM Only	PBL	Yes	No	High	Near-Term	
180	NE 147th Ave	4	BSM Only	PBL	No	No	Med	Medium-Term	
181	NE 31st-32nd St, NE 146th-148th Ave	4	Both	NG	No	Yes	Low	Medium-Term	
182	NE 145th-157th Ave	4	Both	NG	No	Yes	Low	Long-Term	
183	NE 45th-46th St	4	Both	NG	No	Yes	Low	Long-Term	
184	NE 28th St	4	Both	PBL	Yes	Yes	Med	Long-Term	
185	NE Poplar St, NE 47th-49th St	4	Both	BBL	Yes	Yes	Low	Long-Term	
186	NE 162nd Ave	4	Both	PBL	Yes	Yes	Med	Long-Term	
187	NE 162nd Ave	4	Both	PBL	Yes	No	Med	Near-Term	
188	NE 39th St	4	Both	PBL	Yes	Yes	Med	Medium-Term	
189	NE 18th St	4	Ped Only	MUP	Yes	Yes	Med	Long-Term	
200	NE 112th Ave	5	Both	PBL	Yes	Yes	High	Medium-Term	
201	NE 117th Ave, NE 5th St	5	Both	NG	No	Yes	High	Medium-Term	
202	NE 123rd-127th Ave	5	Both	NG	No	Yes	Med	Long-Term	
203	NE 9th St	5	Both	PBL	Yes	Yes	Med	Medium-Term	
204	SE 7th St	5	Both	BBL	No	Yes	High	Long-Term	
205	SE 131st-132nd Ave, SE 5th-6th St	5	Both	NG	No	Yes	High	Medium-Term	
206	NE 136th-138th Ave	5	Both	PBL	Yes	No	High	Medium-Term	
207	NE 136th-138th Ave	5	Both	PBL	Yes	No	High	Near-Term	
208	NE 139th Ave	5	Both	NG	No	Yes	Low	Medium-Term	
209	SE 15th St, SE Riveridge Dr	5	Both	NG	No	Yes	Low	Long-Term	
210	SE Bella Vista Rd	5	BSM Only	BL	No	Yes	Low	Medium-Term	
211	SE McGillivray Blvd	5	Both	PBL	Yes	Yes	High	Long-Term	
212	SE 6th-7th St	5	Both	NG	No	Yes	High	Medium-Term	
213	SE Olympia Dr	5	BSM Only	BBL	No	No	High	Medium-Term	

214	SE Olympia Dr	5	Ped Only	BL	No	Yes	High	Long-Term	
215	SE 7th St	5	Both	NG	No	Yes	High	Medium-Term	
216	NE 145th-152nd Ave	5	Both	NG	No	Yes	Med	Long-Term	
217	SE Hearthwood St, SE Park Crest Ave	5	Both	BBL	Yes	Yes	High	Long-Term	
218	SE Briarwood Dr	5	Both	BBL	No	Yes	Low	Long-Term	
219	NE 9th St	5	Both	BBL	Yes	Yes	Med	Long-Term	
220	NE 14th-17th St, NE 153rd-155th Ave	5	Both	NG	No	Yes	Low	Long-Term	
221	SE Blairmont Dr	5	Both	NG	No	Yes	Low	Long-Term	
222	SE Mill Plain Blvd	5	Both	PBL	Yes	No	High	Near-Term	
223	SE 162nd Ave	5	Both	BBL	No	Yes	Med	Medium-Term	
224	SE Talton Ave, SE Cascade Park Dr	5	Both	PBL	Yes	Yes	Low	Long-Term	
225	SE 1st St, SE 4th St	5	Both	BBL	No	Yes	High	Medium-Term	
226	NE 11th St	5	Both	NG	Yes	Yes	Low	Medium-Term	
227	SE Cascade Park Dr	5	Both	PBL	Yes	No	Med	Long-Term	
228	SE Mill Plain Blvd	5	Both	PBL	Yes	No	High	Medium-Term	
229	SE 160th Ave	5	Both	BBL	No	Yes	High	Medium-Term	
230	NE 162nd-164th Ave	5	Both	PBL	Yes	Yes	Med	Medium-Term	
231	SE Evergreen Hwy	5	Both	MUP	No	Yes	Low	Long-Term	
232	SE 164th Ave	5	Both	PBL	Yes	Yes	High	Long-Term	
233	SE McGillivray Blvd	5	Both	PBL	Yes	Yes	High	Medium-Term	
234	SE 172nd Ave	5	BSM Only	PBL	Yes	No	High	Near-Term	
235	SE Tech Center Dr	5	BSM Only	BBL	No	Yes	High	Near-Term	
236	NE 172nd Ave	5	Both	MUP	Yes	Yes	Med	Long-Term	
237	SE 22nd-26th St, SE 166th-169th Ave	5	Both	NG	No	Yes	Med	Medium-Term	
238	SE 176th Ave	5	BSM Only	PBL	No	No	Low	Long-Term	
239	Unnamed Street (Planned)	5	Both	MUP	No	No	Low	Medium-Term	
240	SE 184th Ave	5	BSM Only	BBL	No	No	Med	Medium-Term	
241	SE 187th Ave (Planned)	5	Both	MUP	No	Yes	Med	Long-Term	
242	SE 39th-42nd St, SE 171st-179th Ave	5	Both	NG	No	Yes	Low	Long-Term	
243	SE 25th St	5	BSM Only	BBL	No	No	Low	Medium-Term	
244	SE Mill Plain Blvd	5	BSM Only	PBL	Yes	No	High	Medium-Term	
245	SE 192nd Ave	5	Both	PBL	Yes	No	Med	Long-Term	
246	Unnamed Street (Planned)	5	Both	MUP	No	Yes	Med	Long-Term	
247	NE 9th St (Planned)	5	Both	MUP	No	Yes	Low	Long-Term	
248	Unnamed Street (Planned)	5	Both	MUP	No	No	Low	Medium-Term	
249	NE 192nd Ave	5	Both	MUP	Yes	Yes	Med	Long-Term	
250	SE 192nd Ave	5	Both	PBL	Yes	Yes	Med	Long-Term	
251	SE 20th St, SE 29th St, Village Loop	5	BSM Only	PBL	Yes	No	Med	Long-Term	
252	SE 34th St	5	Both	PBL	No	No	Med	Near-Term	
253	SE 15th St	5	Both	PBL	Yes	Yes	High	Long-Term	
254	NE 3rd St, NE 197th Ave	5	Both	NG	No	No	Med	Medium-Term	
255	SE Evergreen Hwy	5	Both	MUP	No	Yes	Low	Long-Term	
256	SE Brady Rd, SE Columbia Palisades Dr	5	BSM Only	PBL	No	Yes	Low	Medium-Term	
257	SE Westridge Blvd	5	Both	NG	No	Yes	Low	Long-Term	
258	SE 1st St	5	Both	PBL	No	No	Med	Medium-Term	

Facility Type

PBL Protected Bike Lane

MUP Multi-Use Path

BBL Buffered Bike Lane

BL Bike Lane

NG Neighborhood Greenway

Ped improvement Pedestrian Improvement

MEMORANDUM

Date: June 6, 2023

To: Chair Ramos and Transportation and Mobility Commission members

CC: Rebecca Kennedy, Deputy Director, Community Development;
Ryan Lopossa, Streets & Transportation Division Manager, Public Works

From: Kate Drennan, Principal Transportation Planner;
Laurel Priest, Associate Transportation Planner, Community Development

RE: 112th Avenue Safety and Mobility Project – Introduction

Background

The 112th Avenue Safety and Mobility Project will study opportunities to make travel safer and more comfortable between SE McGillivray Blvd and NE 51st Street, in coordination with upcoming pavement work slated for 2025/2026. The 3.3-mile project corridor is an important north-south connector to several neighborhoods, businesses, schools, and other community destinations. The project will look at addressing safety issues and the traveling experience for people on foot, using transit, bicycling, using mobility devices or driving along the corridor.

The project team will study corridor conditions, engage the community in their experience using the corridor, define project values and goals, and create corridor design options to improve user's safety and mobility. The Plan recommendations will include striping plans that utilize upcoming paving work and will consider complementary safety projects and programs. The team will engage neighbors, businesses, and the wider public throughout the project process.

The first phase of the Project will focus on analyzing the corridor to understand existing conditions and needs. A Community Engagement Plan and Existing Conditions Report draft are currently under review by the project team.

The Community Engagement Plan will inform outreach strategies and focus, and outline engagement

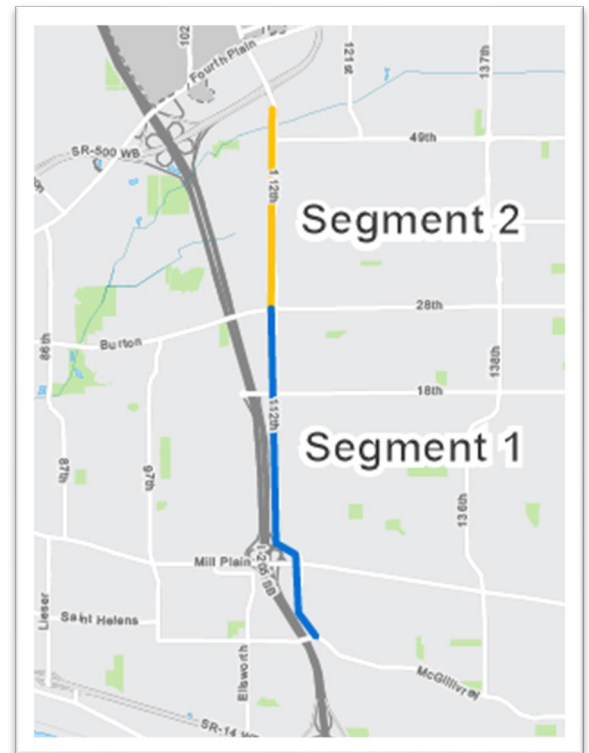
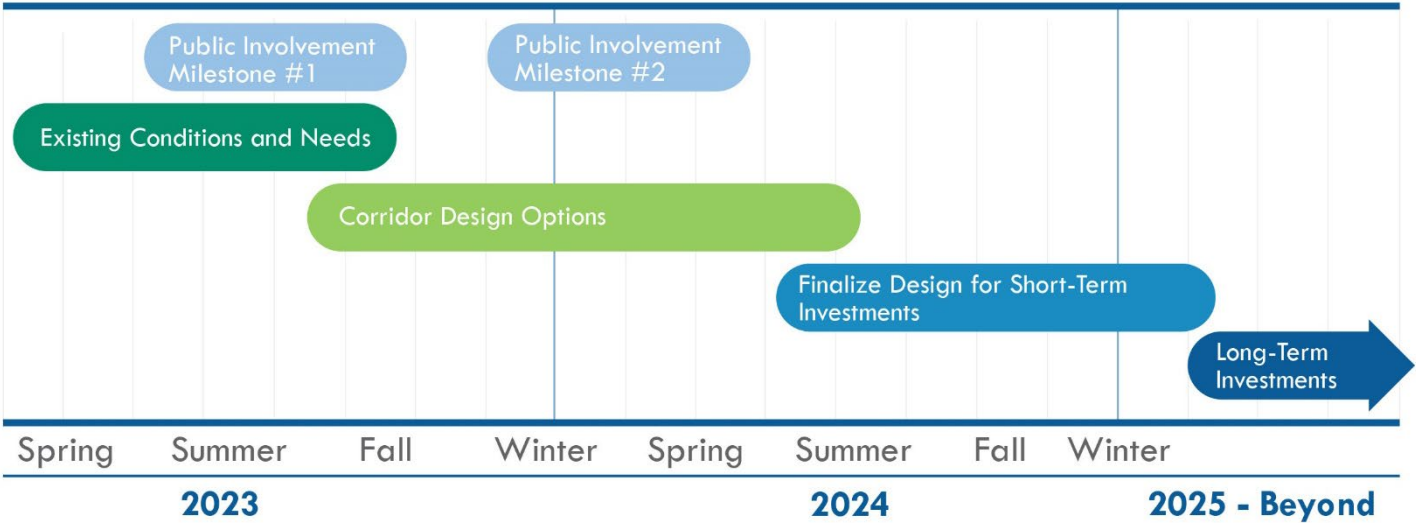


Figure 1 Project map showing the extents of Segment 2 (NE 51st - NE 28th) and Segment 1 (NE 28th - SE Chkalov)

goals, strategies, and success metrics at key milestones throughout the project. The Existing Conditions analysis will inform corridor design options and investments in the short and long term.

Project Timeline



Community Engagement Plan Overview

The community engagement plan is driven by engagement goals, and identifies stakeholder and community groups, along with strategies and tactics to engage these groups. The Plan recognizes that stakeholders and community members are not a monolith, have different interests in the corridor, and may be better reached by a variety of outreach methods. Some engagement goals identified by the project team include:

- Increase awareness of the project among project area residents and businesses, and the broader Vancouver community.
- Inform key stakeholders of the characteristics, values, and benefits of Complete Streets; and
- Collect input from a wide range of key stakeholders while decreasing barriers to engagement for all.

Public feedback will be collected and shared back to the project team and wider community over two project milestones. Outreach Milestone 1 will seek input on existing conditions and needs for people that live, work, and travel along the corrido. Outreach Milestone 2 will gather community and stakeholder input on the design solutions and project options.

The project team will convene with the Transportation & Mobility Commission throughout the Project, and with City Council during the key project milestones to shape the Project and ensure it reflects City and community values.

Existing Conditions Overview

The project team is currently engaged in analyzing existing conditions on the 112th Avenue corridor for all modes. This task includes assessing traffic operations through traffic counts and measuring speed and delay on the corridor. The team is also collecting counts of people walking and riding bicycles or other mobility devices and identifying sidewalk gaps and crossing distances. The existing conditions report will look at C-TRAN bus service, stop locations and ridership, and facilities around each bus stop that riders must use to access the stop. Other existing conditions work includes identifying key destinations along the corridor, typical cross sections and roadway elements, and other important factors that may impact design options.

Demographics

The 3.3-mile study area is an important north-south connector for several neighborhoods, businesses, schools, assisted living facilities, shopping centers, and other community destinations. A large portion of study-area residents are members of equity priority communities who may have been historically excluded from transportation decision-making in the past, including higher proportions of low-income households and people of color.

Category	Project Area	City Total
Average of Equity Score	53.6%	45.7%
Average % people of color	30%	28%
Average % households with limited English proficiency	3.4%	3.9%
Average % low income (less than 2x poverty)	34%	28%
Average % persons with disability	13.4%	13.5%

Roadway Characteristics & Traffic Analysis

All sections within the study area consist of four travel lanes—two northbound, two southbound—and a center turn lane. The travel lanes are approximately 10 to 13 feet wide.

Existing baseline conditions were analyzed for the corridor, including traffic volumes, vehicle movements, and corridor performance. Through this analysis, the Project Team determined that the project area intersection with the highest peak hour volume is SE Chkalov Drive and Mill Plain Boulevard. To measure corridor performance, the City uses mobility standards that are based on the average PM peak hour travel speed. To meet current City concurrency standards along 112th Avenue, the roadway must maintain the following travel speeds during the PM peak hour:

- 11 mph - Between Mill Plain Boulevard and 28th Street
- 15 mph - Between 28th Street and 51st Street

The Project Team will augment existing conditions analysis with a future baseline conditions analysis that includes modeled future growth on the corridor to assess future impacts from any proposed roadway projects or reconfigurations.

Safety Analysis

Four safety studies relevant to the NE 112th Avenue area have been completed within the last fifteen years. The Washington State Corridor Safety Program identified NE 112th Avenue as a corridor safety project in 2009 and the subsequent 112th Avenue Corridor Subarea Plan was completed in 2011. The Plan intended to incorporate planned major transportation facilities and private developments to envision the area as a walkable (connected, safe, and comfortable) community. The Transportation System Safety Analysis (TSSA) completed in November 2018 prepared a holistic look at crash patterns for the City of Vancouver. Most recently, the Local Road Safety Plan (LSRP) updated the TSSA and was completed in August 2022.

In addition to past planning and analysis work, the Existing Conditions Study drafted by the 112th Avenue Safety and Mobility Project Team in 2023 serves as a baseline for understanding present day and future “no build” conditions in the corridor. Both will be used as a point of comparison for developing and evaluating future design options. The new safety analysis conducted using Highway Safety Manual predictive methods assesses the typical number of crashes on a certain roadway type and geometry. The project team applied the method to the intersection crash history on 112th and found that the 112th Avenue corridor is performing worse than other similar roadways. These findings will be explored in the full Existing Conditions report and used when exploring safety-focused project recommendations.

Kate Drennan, Principal Transportation Planner, Community Development, 360-487-7944,
Kate.Drennan@cityofvancouver.us

Attachment Links:

[112th Avenue Corridor Subarea Plan \(2011\)](#)
[Transportation System Safety Analysis \(TSSA\) \(2018\)](#)
[Local Road Safety Plan \(2022\)](#)